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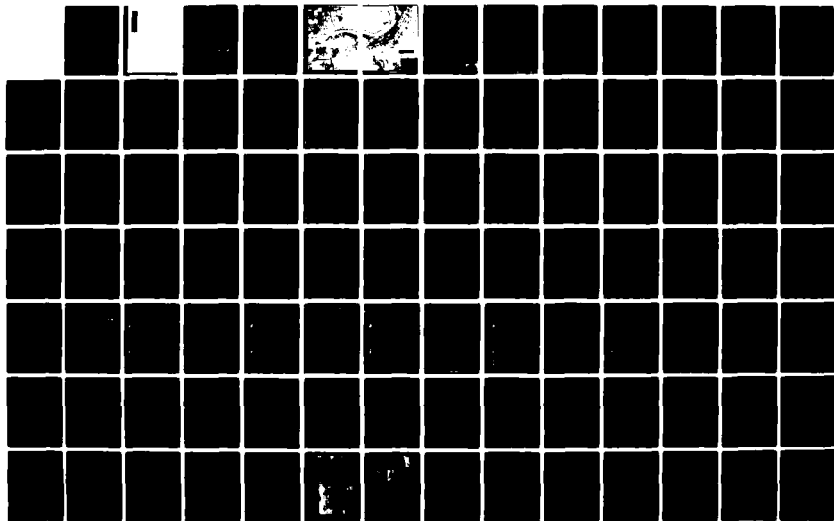
FINAL ENVIRONMENTAL IMPACT STATEMENT MANKATO-NORTH
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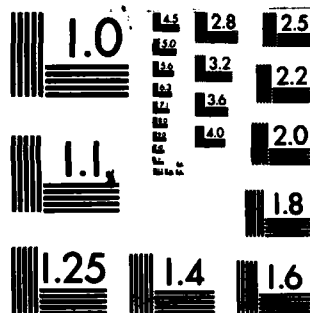
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20. ABSTRACT (Continue on reverse side if necessary and identify by block number) The St. Paul District is constructing flood control works (now largely complete) on the Mankato and Blue Earth Rivers to protect developed floodplain portions of Mankato, North Mankato, and Le Hillier from frequent flood damage. These flood control works include the raising of bridges to clear the high water of the standard project flood. Two Chicago and North Western Transportation Company railroad bridges over the Blue Earth River must be raised or replaced to an elevation approximately 8 feet above the existing bridges. Such a raise or replacement necessitates extensive work on the approaches to the bridges		

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as well as to the bridges themselves. Of the six plans considered, three were selected for detailed study. All plans would eliminate one bridge that is being used only for railroad car storage. All plans would relocate the main railroad track downstream immediately adjacent to the existing bridges. Alternative 2A would provide one stub-end storage processing plant. Additional storage would be necessary west of the river. Alternative 3B Modified would provide car storage on two stub-end tracks east of the river adjacent to the Honeymead plant. Alternative 3B Modified has been tentatively selected because it addresses the identified public concerns and has net positive contributions to the study objectives.

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**FINAL SUPPLEMENT II-C
TO THE
FINAL ENVIRONMENTAL IMPACT STATEMENT
MANKATO-NORTH MANKATO-LE HILLIER
FLOOD CONTROL - PHASE I
(AS AMENDED 18 JANUARY 1972)**

**Proposed Plan for the Alteration or Relocation of
Chicago and North Western Transportation Company
Bridges over the Blue Earth River between Mankato
and Le Hillier, Minnesota**

The responsible agency is the U.S. Army Engineer District, St. Paul.

Abstract: The St. Paul District is constructing flood control works (now largely complete) on the Mankato and Blue Earth Rivers to protect developed floodplain portions of Mankato, North Mankato, and Le Hillier from frequent flood damage. These flood control works include the raising of bridges to clear the high water of the standard project flood. Two Chicago and North Western Transportation Company railroad bridges over the Blue Earth River must be raised or replaced to an elevation approximately 8 feet above the existing bridges. Such a raise or replacement necessitates extensive work on the approaches to the bridges as well as to the bridges themselves. Of the six plans considered, three were selected for detailed study. All plans would eliminate one bridge that is being used only for railroad car storage. All plans would relocate the main railroad track downstream immediately adjacent to the existing bridges. Alternative 2A would provide one stub-end storage track east of the river adjacent to and serving the Honeyhead soybean processing plant. Additional storage would be necessary west of the river. Alternative 3B Modified would provide car storage on two stub-end tracks east of the river adjacent to the Honeyhead plant. Alternative 3B Modified has been tentatively selected because it addresses the identified public concerns and has net positive contributions to the study objectives. ←

**SEND YOUR COMMENTS TO THE
DISTRICT ENGINEER WITHIN
30 DAYS AFTER THE NOTICE
OF AVAILABILITY IN THE
FEDERAL REGISTER**

If you would like further information
on this statement please contact:

**Mr. Wayne Knott
Chief, Environmental Resources Branch
Planning Division
St. Paul District, Corps of Engineers
1135 U.S. Post Office and Custom House
St. Paul, Minnesota 55101
Telephone (612) 725-7745**

NOTE: Information, displays, maps, etc., discussed in the CWW Bridges Design Memorandum No. 8 and associated technical reports are incorporated by reference in this final EIS supplement. Design Memorandum No. 8 was distributed with the draft EIS supplement.

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1.00 SUMMARY

Major Conclusions and Findings

1.01 To meet the requirements to clear the high water of the standard project flood (SPF), the Chicago and North Western Transportation Company (CNW) railroad bridges over the Blue Earth River between Mankato and Le Hillier must be raised about 8 feet (see the CNW Bridges Design Memorandum No. 8 for more information). A new single-track bridge is recommended to replace the two existing single-track bridges. Reuse of the existing bridges was judged to not be prudent or feasible because of the poor condition of the existing bridge piers, the repairs necessary to renovate the trusses, the disturbance to rail service that would occur during construction, and the small potential cost saving compared to the risks associated with raising and relocating the trusses. A new alignment 24 feet downstream of the existing bridges was selected because it would expedite the construction process and would reduce interference with rail operations compared to construction on the existing alignment.

1.02 Alternative 3B Modified, the tentatively selected plan, would provide the desirable 3,200 feet of storage track for the Honeymead rail service in the form of two stub-ended tracks east of the river adjacent to the plant.

1.03 Alternative 3B Modified is preferred because of its favorable impact on traffic service, safety, and neighborhood cohesion. Rail operations would be nearly as efficient as under Alternative 4, the most efficient alternative. The slightly higher cost (7 percent higher than the least costly alternative), displacement of one household and somewhat greater disruption during construction under Alternative 3B Modified were judged to be compensated for by this alternative's favorable impacts. The total estimated cost of Alternative 3B Modified is \$6,198,000. No significant impacts on the natural environment are anticipated under any of the alternatives.

Areas of Controversy

1.04 To date, no issues involving major disagreement among public interests have been identified during the course of the study. At the public hearing, comments were received that neighborhood residents opposed the construction of a new crossing at Woodland Avenue. They believe that a higher service access to the park area would increase traffic through the residential area. Accordingly, this new access has been removed from the selected plan and the existing access has been retained.

Unresolved Issues

1.05 Costs - Cost-sharing responsibilities are based on preliminary estimates. More detailed plans and further negotiations are needed to determine the actual amounts to be shared among the participants.

Relationship to Environmental Requirements

1.06 Table A presents the relationship of the detailed alternatives to the requirements of Federal environmental laws, executive orders, and related policies, of State and local laws and policies, of local development plans, and of permits and other entitlements needed to implement the detailed plans.

Tiering

1.07 The Final Environmental Statement, Minnesota River, Minnesota, Mankato-North Mankato-Le Hillier Flood Control-Phase I (Amended December 1971) dealt with the overall project for flood protection involving levees, floodwalls, road relocations, interior drainage, and intermittent ponding. This supplement (written under the tiering concept as explained in Council on Environmental Quality regulations, 40 CFR 1502.20) deals with the issues now ready for decision that relate to relocating the CNW bridges over the Blue Earth River. The final environmental statement referenced is available at the following office:

St. Paul District, Corps of Engineers
1135 U.S. Post Office and Custom House
St. Paul, Minnesota 55101

Table A
Relationship of Plans to Environmental Protection Statutes
and Other Environmental Requirements
(Tentatively Selected Plan is Alternative 3B Modified)

	Alternative 2A	Alternative 3B Modified	Alternative 4
<u>Federal Laws and Policies</u>			
Archaeological and Historic Preservation Act, as amended, 16 U.S.C. 469 <i>et seq.</i>	-----	Full Compliance	-----
Clean Air Act, as amended, 42 U.S.C. 7401, <i>et seq.</i>	-----	Full Compliance	-----
Clean Water Act, as amended (Federal Water Pollution Control Act), 33 U.S.C. 1251, <i>et seq.</i>	-----	Full Compliance	-----
Endangered Species Act, as amended, 16 U.S.C. 1531, <i>et seq.</i>	-----	Full Compliance	-----
Federal Water Project Recreation Act, as amended, 16 U.S.C. 460-1(12), <i>et seq.</i>	-----	Full Compliance	-----
Fish and Wildlife Coordination Act, as amended, 16 U.S.C. 661, <i>et seq.</i>	-----	Full Compliance	-----
Floodplain Management, EO 11988 ^a	-----	Full Compliance	-----
Impacts on Prime and Unique Farmlands ^a	-----	Full Compliance	-----
National Environmental Policy Act, as amended, 42 U.S.C. 4321, <i>et seq.</i>	-----	Full Compliance	-----
National Historic Preservation Act, as amended, 16 U.S.C. 470a, <i>et seq.</i>	-----	Full Compliance	-----
Protection and Enhancement of Environmental Quality, EO 11514	-----	Full Compliance	-----
Protection of Wetlands, EO 11990 ^a	-----	Full Compliance	-----
River and Harbor Act, 33 U.S.C. 401 <i>et seq.</i>	-----	Full Compliance	-----
Uniform Relocation Act (P.L. 91-646)	-----	Full Compliance Intended	-----
<u>State and Local Laws and Policies</u>			
Local/Railroad Design Standards	Partial Compliance, existing substandard underpass	Full Compliance	Partial Compliance, existing substandard underpass
Minnesota Environmental Policy Act	-----	Full Compliance	-----
Municipal Zoning Ordinances	-----	Full Compliance	-----
State Floodplain Management Program	-----	Full Compliance	-----
State Implementation Plan (Air Quality)	-----	Full Compliance	-----
<u>Entitlements</u>			
State Water Quality Certification (#01)	-----	Full Compliance	-----
Coast Guard Bridge Permit	-----	Not required	-----
DNR Water Use Permit (150)	-----	Full Compliance	-----

^aSee the CNW Bridges Design Memorandum No. 8.

2.00 NEED FOR AND OBJECTIVES OF ACTION

Study Authority

2.01 Under authority of Public Law (P.L.) 85-500, approved 3 July 1958, the Federal Government has undertaken a project known as the Minnesota River, Mankato-North Mankato-Le Hillier flood control project. The authority for this project directed that the Federal Government provide standard project flood protection for the project area and make required alterations to the CNW bridges across the Blue Earth River, at Federal expense. Section 104 of the 1976 Water Resources Development Act, P.L. 94-587, approved 22 October 1976, modified the project to provide that the Federal Government will pay for all changes to the TH 169/60 highway bridges over the Blue Earth River and the Main Street bridge over the Minnesota River, including rights-of-way and changes to approaches and relocations made necessary by the project and its present plan of protection.

2.02 The location and design of the bridge alterations are not covered in the Final Environmental Impact Statement, Minnesota River, Minnesota Mankato-North Mankato-Le Hillier Flood Control - Phase I, U.S. Army Engineer District, St. Paul, 18 January 1972.

Public Concerns

2.03 Local interests and various governmental agencies provided their views on the objectives of the project through public meetings, reports, and correspondence. For the CNW bridges, the following concerns were stated:

- a. Provide flood protection.
- b. Restrict property taking to a minimum.
- c. Maintain or improve access between the north and south portions of the Sibley Park neighborhood.
- d. Provide safety for school children.
- e. Improve access to East Sibley Park from Park Lane to reduce traffic on Mound Avenue.
- f. Maintain rail service to the Honeymead plant.
- g. Minimize adverse aesthetic effects due to the grade raise.

See section 6.00 and appendix B for additional details.

Planning Objectives

2.04 Of the stated public concerns, flood protection is the primary objective of the project. As part of the flood control project, it is proposed to raise the elevation of the CNW bridge over the river and to modify the approaches as necessary to provide as nearly equivalent to existing railroad service as

possible while minimizing negative neighborhood impacts. A recreation trail bridge over the Blue Earth River is part of the project to satisfy a cooperative agreement with the city of Mankato to provide a pedestrian and bicycle trail connection between East and West Sibley Parks. The existing local traffic access was analyzed to determine if improvements were feasible within the limits of the project. Because local interests expressed a desire to retain existing traffic patterns, this objective was dropped in later stages.

3.00 ALTERNATIVES

Plans Eliminated From Further Study

3.01 Reuse of Existing Structures - The first determination was whether any part of the existing structures could or should be used in the raised river crossing. A detailed inspection and analysis of the existing bridges was performed. Use of the existing structures was judged not to be prudent or feasible. The major reasons corroborating this judgement follow:

a. The pier foundations could not support the additional loads imposed by the increased height. New piers would be required.

b. Repairs to the tresses could restore them to their original Cooper E-55 design loading condition; however, the current desirable loading is E-80.

c. Train operations would be restricted to one track during the rehabilitation and relocation of the existing tresses.

d. The potential savings were considered small compared to the risks associated with the reuse of the bridges.

3.02 Alternative 1 - Alternative 1 proposed maintaining the existing basic track arrangement with two bridges over the river; one for mainline operations and one for storage of railroad cars for the Honeymead service. Preliminary cost estimates and impact assessments indicated that this alternative would be far more costly than alternatives requiring only one river bridge, which would provide satisfactory railroad operations without any significant differences in impacts. Alternative 1 was therefore dropped from further consideration.

3.03 Location of The River Bridge - Upon the determination that only one single-track river bridge would be provided and that it would consist of all new construction, studies were made to select the most feasible location. Locations upstream of or along the south track were discarded because these would severely conflict with the Honeymead plant and rail service by placing the main track between the plant and the yard lead and storage tracks. Since two other suitable locations north of the yard lead were available, those to the south were discarded.

3.04 The two other potential locations considered were (a) the existing main track alignments and (b) immediately downstream (north) of the main track. The downstream alignment would introduce curvature in an otherwise nearly straight alignment to shift the new bridge 24 feet downstream from the

existing bridge to facilitate its construction. The CNW Transportation Company greatly prefers this alignment to any alternative that would cause extensive interference with railroad operations during construction. Since other impacts would be minimal under the downstream location, this alignment was selected for the bridge location.

3.05 Alternatives 2B and 3A - Two alternatives, 2B and 3A, were eliminated during the second stage of plan formulation and analysis. In each case, alternatives with similar features but with greater benefits and less adverse effects were selected for detailed Stage 3 analysis.

3.06 Alternative 2B would provide a single-track, raised crossing 24 feet downstream from the existing main track. Storage track to accommodate Honeymead operations would be provided on both the east and west sides of the Blue Earth River, similar to Alternative 2A, which was selected for detailed analysis. Alternative 2B differs from 2A by incorporating (a) a new underpass with a standard 15-foot vertical clearance to replace the existing substandard Woodland Avenue underpass and (b) a new pedestrian underpass at the existing Sibley Street at-grade crossing. These features are also in Alternative 3B, which differs from 2B by proposing all storage track for Honeymead on the east side of the Blue Earth River.

3.07 Alternative 2B would cost more than 2A but would offer no significant railroad operating advantage. Although Alternative 2B would provide a desirable improvement in access to the northern portion of the Sibley Park neighborhood not provided by 2A, Alternative 3B also would provide this advantage. Alternative 3B would have the added advantage of greater railroad operating efficiency plus the elimination of rail car storage and switching in the Le Hillier area. Since the desirable features of Alternative 2B are incorporated in the more advantageous Alternatives 2A and 3B, 2B was eliminated from further analysis.

3.08 Alternative 3A would also provide a single-track, raised crossing 24 feet downstream from the existing main track and, like Alternative 3B, would accommodate all Honeymead storage east of the Blue Earth River. While Alternative 3A would provide the same railroad operating efficiency as 3B at a slightly lower capital cost, access to the northern portion of the Sibley Park neighborhood would be adversely affected by 3A. By contrast, the long-term improvements in access, safety, and neighborhood cohesion afforded by the new railroad underpasses that would be part of Alternative 3B should significantly outweigh the added initial cost. Alternative 3A was thus eliminated from further consideration.

Without Project Conditions (No Action)

3.09 If the CNW railroad bridges are not modified, the flood control project, now otherwise largely completed, would only protect against a flood with a frequency of occurrence of about once in 80 years. By contrast, standard project flood (SPF) protection would be provided with appropriate bridge raises and alterations.

3.10 The SPF water surface elevation at the CNW crossing is based on the bridges being raised. If not, the bridges would act as a dam, causing the water surface to exceed the height of the already constructed upstream flood barriers. This would cause disruption to the communities and users and would be contrary to the legislation authorizing protection against the SPF.

Plans Considered in Detail

3.11 Alternative 2A - Alternative 2A would provide a new, single-track, raised crossing 24 feet downstream (north) of the existing main track. The new track would diverge from the existing main track at a point about 0.4 miles west of the Blue Earth River to about 0.3 miles east of the river. Components would include about 2,400 feet of storage track on the alignment of the present south track (1,500 feet west of the river and 900 feet east of the river), relocation of about 2,200 feet of high voltage power lines, a retaining wall about 1,300 feet long between the raised main track and the storage track east of the river, another shorter wall in the vicinity of the Northern States Power (NSP) substation on the right bank, the slight raising of the Sibley Street grade crossing, the elimination of the Carney Avenue grade crossing, and a new main track bridge at Woodland Avenue. The existing Woodland Avenue bridge would remain to accommodate the lead track to the Honeyamead plant. The plan is shown on plates A-1 to A-3.

3.12 This plan would have the advantages of no required property taking, a small amount of overhead utility relocations, relatively little construction disruptions, and the lowest capital costs of the alternatives. Disadvantages would include the retention of the low-clearance underpass at Woodland Avenue, the closing of Carney Avenue, high railroad operating costs and fuel consumption, and an extension of railroad car storage farther west in Le Hillier.

3.13 Alternative 3B Modified - Alternative 3B Modified would also provide a new, single-track, raised crossing 24 feet downstream of the existing main track. The new track would diverge from the existing main track at a point about 0.4 miles west of the river to about 0.6 miles east of the river. This alternative would permit approximately 3,200 feet of storage to be provided on two stub-ended tracks east of the river, eliminating the need for storage to the west of the river.

3.14 A new underpass was considered as a replacement for the existing substandard underpass at Woodland Avenue. The new structure would have been about 400 feet east of the existing underpass, linking Park Lane to West Third Street and to East Sibley Park via a relocated park entrance. However, at the public hearing on the draft supplement, neighborhood residents expressed opposition to this plan. They believe that the increased traffic service provided by the new underpass would increase the traffic on neighborhood streets and that it would change existing access routes to the park. Because of these expressed concerns, Alternative 3B Modified was altered to retain the existing underpass at Woodland Avenue. A new pedestrian underpass at Sibley Street was also considered. This underpass was determined to be a betterment, however: and the local sponsor (city of Mankato) was not interested in paying for this improvement. Therefore, the pedestrian underpass was eliminated from

the plan, and the existing at-grade crossing was retained. More detailed studies of the bank material has made it possible to shorten the overall length of the bridge for all alternatives by approximately 160 feet.

3.15 Alternative 3B Modified would encroach on underground power lines between the NSP substation and Woodland Avenue, which would have to be relocated north of their present position. Retaining walls would be required at the substation, between the main track and the two storage tracks, and between the storage tracks and the Honeymead lead tracks. The Honeymead lead track would be raised above its present grade, and the main track would be carried at a slightly higher level than in Alternative 2A. The plan is shown on plates A-4 to A-9.

3.16 The significant advantages of this plan lie in the provision of efficient railroad operating conditions. Elimination of car storage in Le Hillier would be a further advantage. These would all be achieved at a slight increase in cost over other alternatives.

3.17 Alternative 4 - Alternative 4 is similar to Alternative 2A except that, instead of the storage track west of the river, a two-track storage yard would be provided alongside the Honeymead west yard lead track between Woodland and Hubbell Avenues. This alternative would provide a total of approximately 2,700 feet of storage track east of the river, eliminating the need for storage west of the river. In this alternative, no underpass would be provided at Sibley Street. The plan is shown on plates A-10 to A-12.

3.18 This plan would have the advantages of having the lowest railroad operating costs and fuel consumption, eliminating the west car storage area in Le Hillier, causing relatively little traffic disruption, and having moderate capital costs. It would have the disadvantages of retaining the low-clearance underpass, closing Sibley Street to vehicular traffic, establishing two storage tracks in the Sibley Park neighborhood, requiring partial property takings, and requiring more extensive overhead utility relocations.

3.19 Implementation Responsibilities - Under the project authority, the alterations to the railroad bridges (including, in general, alterations to approaches) would be undertaken at Federal expense. Any betterments that benefit the railroad would be assignable to CNW, while street and utility changes and right-of-way acquisition would be the responsibility of the local interests. Thus, the increment of improvement in the bridge itself as provided would be the financial responsibility of CNW. By agreement, the addition of a pedestrian walkway on the new bridge would be divided equally between the Federal Government and local interests. Increased maintenance and operating costs to the railroad, beyond those of the existing facilities, would be a Federal responsibility.

3.20 Mitigation Requirements - To minimize disruptions during construction, specific requirements for the maintenance of traffic and the performance of work directly affecting the public would be part of the construction specifications. The impact of construction noise under either alternative can

be minimized by restricting the hours of construction activity, by using the quietest equipment available, by constructing temporary barriers, and by careful attention to see that all equipment is properly muffled.

3.21 Potential disturbances to water quality and aquatic life would be minimized by careful control of construction operations in the river and by disposal of excavated sediments at approved disposal sites. (See the Section 404(b)(1) Evaluation.) Specific mitigation measures will be identified during the detailed design study phase. Provisions for stormwater drainage from the bridge to permit containment of toxic or hazardous material spills will also be developed during the detailed design stage. Such plans will be developed in cooperation with the Minnesota Pollution Control Agency to meet requirements for the discharge of fill into navigable waters under Section 401 of the Clean Water Act of 1977.

3.22 National Economic Development and Environmental Quality Objectives - No differences between the alternatives are expected in overall economic effects, other than in first costs and in maintenance and operating costs. The differences in these costs are relatively small, and all alternatives satisfy the goal of providing the desired level of flood protection.

3.23 Alternatives 2A, 3B Modified, and 4 are essentially equal in terms of impacts on the natural and cultural environments. While no alternatives were found to have significant adverse environmental effects, none are considered to have a net positive contribution to the EQ objective. Therefore, any of the plans could be considered to be least environmentally damaging.

3.24 Tentatively Selected Plan - Alternative 3B Modified is preferred as the tentatively selected plan for the following reasons:

a. Railroad operations are nearly as efficient under this alternative as under Alternative 4.

b. The long-term superiority of Alternative 3B Modified in neighborhood traffic access, safety, and cohesion would be sufficient to override its somewhat greater short-term disruptions during construction and to justify its slightly higher initial cost.

c. Alternative 3B modified has no significant negative environmental impacts.

Comparative Impacts of Alternatives

3.25 The impacts of Alternatives 2A, 3B Modified, and 4 were centered around specific significant issues and concerns. The issues and concerns identified are project costs, neighborhoods, property acquisitions and displacements, parks and recreation, cultural resources, water resources, traffic service and safety, and rail operations and service. Comparative significant impacts are summarized in table B. The following sections provide further details.

TABLE 8

COMPARATIVE IMPACT OF ALTERNATIVES

<u>Concern</u>	<u>Alternative 2A</u>	<u>Alternative 3B Modified</u>	<u>Alternative 4</u>
<u>Estimated Costs</u>			
Federal	\$ 6,850,000	\$ 5,625,000	\$ 6,683,000
CNM	104,000	329,000	106,000
Mankato	476,000	244,000	523,000
	\$ 7,430,000 (1)	\$6,198,000 (2)	\$ 7,312,000 (1)
<u>Neighborhoods</u>			
Sibley Park	Slight adverse visual and separation impact	Slight adverse visual impact offset by improved accessibility to northern portion of neighborhood	Adverse visual and separation impact, potential property value decrease
Le Hillier	Slight adverse visual impact.	Minimal	Minimal
<u>Property Acquisitions and Displacements</u>	None	Minor property acquisition	Minor property acquisition
<u>Parks and Recreation</u>			
	Proposed pedestrian-bike crossing should enhance use of East and West Sibley Parks -----East Sibley Park shielded from Honeyhead operations.-----		
<u>Cultural Resources</u>			
Noise	No effect	No effect	No effect
	Electrical duct relocation and entrance change required.		
	Temporary construction noise impact. Minimal change from mainline operations.		
	Slight additional switching noise in Le Hillier neighborhood	Minimal change from switching operations	Switching noise increase in Sibley Park neighborhood
<u>Water Resources</u>	-----No significant impacts, but construction precautions required.-----		
<u>Traffic Service and Safety</u>	Satisfactory, but slightly reduced from present	Retains existing conditions	Satisfactory, but reduced from present
<u>Rail Operations and Service</u>			
	-----Small increase in through train operating cost and energy consumption.-----		
	Largest operating cost and energy use in switching operations, reduced storage	Small increase in switching cost and energy use, retains current storage	Smallest increase in switching cost and energy use

- (1) Oct 1980 price level
(2) Oct 1982 price level

4.00 AFFECTED ENVIRONMENT

Environmental Conditions

4.01 Mankato and North Mankato economically dominate a fairly prosperous, agriculturally-oriented area. These two cities, together with the small unincorporated community of Le Hillier, furnish employment and housing for a population of about 44,000 persons. The manufacture of agricultural products, small industries, sales and service organizations, construction, and related businesses and professions comprise the economic activities of the metropolitan region.

4.02 Adjoining the CNW bridges on the east bank of the Blue Earth River is the Sibley Park neighborhood of Mankato. The area is essentially an older, fully developed residential neighborhood that includes concentrations of industrial and commercial activity along its southern boundary and in its northeast quadrant. Residences are primarily single-family homes although conversions to multiple-family dwellings have become common. The CNW tracks split the residential area into north and south sections, with the railroad embankment rising approximately 5 feet above the southern section and 10 feet above the northern section.

4.03 Honeymead Products, Inc., a large soybean processor and Mankato's largest employer, occupies a 24-acre site immediately adjoining the bridge terminus on the southeast. Extending east from Honeymead along Minneopa Road and Park Lane is a commercial area that embraces a variety of uses.

4.04 A large portion of the neighborhood north of the CNW tracks is occupied by East Sibley Park, which gives the area its name. This large (approximately 100 acres) community park is heavily used by residents of the region and provides both active and passive recreational outlets.

4.05 Le Hillier, a small community of single-family homes, mobile homes, apartment conversions, plus a variety of businesses and industries, occupies the west bank of the Blue Earth River south of the CNW tracks. The railroad embankment rises approximately 10 to 15 feet above the neighborhood. West Sibley Park, a 95-acre parkland partially natural and wooded, partially cultivated, extends north from the CNW tracks to the Minnesota River.

4.06 The Blue Earth River has high total hardness and turbidity levels and is subject to periods of high siltation. However, there is no evidence of any major toxic pollution or any heavy metal "hot spots" within the area of the CNW bridges. Vegetation and wildlife habitat are typical of disturbed, urban habitats in southern Minnesota. No threatened or endangered flora or fauna are known to exist in the area.

4.07 Within the area potentially impacted by the CNW bridge alterations, no structures or archaeological sites are currently on the National Register of Historic Places. One structure, the Charles Chapman House in Le Hillier, is pending nomination to the Register. Two additional properties considered "potentially eligible" for listing on the Register were also identified in the area of possible impact: (a) three structures in Sibley Park and (b) the CNW

8 railroad bridges themselves. However, the CNW has stated that the bridges have no historic significance, since they are duplicated in type and design many times on the CNW system.

Significant Concerns

4.08 Impact categories identified as significant concerns on the basis of public interest, law, standards, and/or technical criteria were neighborhoods, property takings and displacements, parks and recreation, cultural resources, water resources, traffic service and safety, and rail operations and service. These concerns and their significance are summarized below.

4.09 Neighborhoods - The present CNW railroad embankment is a significant feature that bisects the Sibley Park neighborhood and that borders the Le Hillier neighborhood on the north. These neighborhoods are described in the preceding section. Changes to the rail line present a concern with respect to the character and cohesion of these neighborhoods, including any potential related effects on land use, property values, or aesthetics.

4.10 Property Acquisitions and Displacements - Property acquisitions and household displacements are a concern not only in terms of direct acquisition and relocation costs, but also because of potential social, psychological, and financial hardships placed on those involved, and the tax loss to the affected municipalities.

4.11 Parks and Recreation - East Sibley Park (approximately 100 acres) is at the west end of Park Lane in Mankato near the junction of the Blue Earth and Minnesota Rivers. This park is the largest and most heavily used park in the city. Facilities at the park include softball diamonds, picnic tables, sliding area, tennis courts, skating rinks, playground equipment, and restrooms.

4.12 West Sibley Park (approximately 95 acres) is on the left (west) bank of the Blue Earth River downstream from the CNW crossing and across the Blue Earth from East Sibley Park. Existing facilities at the park include picnic facilities and restrooms. The projected development includes camping facilities and trails.

4.13 Cultural Resources - As of 4 October 1983, no sites listed on or determined eligible for inclusion on the National Register were within the proposed project area.

4.14 Noise - Present noise levels in the project area are generally within State noise standards, except for portions of the Sibley Park and Le Hillier neighborhoods adjoining TH 169/60. Typical average (L50) daytime noise levels in decibels (dBA) vary from the mid 60's near TH 169/60 to the low 50's at locations away from the highway. Average night levels (dBA) vary from the upper 50's near TH 169/60 to the mid 40's at more remote locations. Background noise levels near the Honeymead plant are in the mid 50's (dBA).

4.15 Trains operate in the area at slow speeds. A recorded passby produced noise levels of approximately 70 to 74 dBA, with a brief peak of 79 dBA at a

distance of 150 feet from the tracks. The distance between the nearest home and the tracks is about 75 feet. Based on typical noise-distance relationships, noise levels at this residence during a similar train passby are an estimated 75 to 80 dBA, with a brief peak of 85 dBA. Because the train passages are relatively short noise "event" occurrences, they do not significantly affect ambient noise levels with respect to the State noise standards, which apply to noise levels occurring over a one-hour survey period. While rail noise was not raised as a problem in the public meetings or correspondence, noise was considered a significant concern in view of potential impacts during construction and rail operations changes.

4.16 Water Resources - The Blue Earth River is the predominant natural resource of the study area. Its uses under State water pollution control regulations are classified as "2B fisheries and recreation" and "3B industrial consumption." The river is quite turbid and has high concentrations of calcium, magnesium, and nutrients. There is no evidence of any major toxic pollution or any heavy metal "hot spots" in the Blue Earth River near the CNW bridges, and there is no established aquatic community that is intolerant of the high turbidity of the river. However, game fish in the adjoining Minnesota River have been found to contain high polychlorinated biphenyl (PCB) levels. Groundwater in the project area has been developed for domestic, industrial, and municipal use. Municipal and industrial sources are primarily deep bedrock wells, with some supplemental municipal and private domestic shallow wells in the valley alluvium. Potential water resource impact during construction was identified as the major concern.

4.17 Traffic Service and Safety - Traffic that would be affected by the railroad alterations includes local vehicular and pedestrian traffic into and out of the Sibley Park neighborhood and East Sibley Park. Access to the northern portion of the neighborhood is now provided by railroad grade crossings at Owatonna Street, Hubbell Avenue, Sibley Street, and Carney Avenue, plus a one-lane underpass of the railroad with 8'6" vertical clearance at Mount Avenue. Direct access to East Sibley Park is provided by a two-lane underpass with 9'5" vertical clearance at the north side of the intersection of Woodland Avenue and Park Lane. East Sibley Park may also be reached from Mound Avenue, which connects to all of the cross streets mentioned above.

4.18 Of particular concern are crossing safety for school children and the maintenance of emergency vehicle access both during and following construction.

4.19 Elementary school children living north of the tracks must use the grade crossings to reach Roosevelt School (on West Sixth Street south of TH 169/60) via the Sibley Street underpass of TH 169/60. No official crossing location has been designated. High school students north of the tracks can reach West High School (on South Front Street) either by passing under the railroad and TH 169/60 on Mound Avenue or by crossing the tracks at grade and then passing under TH 169/60 at Park Lane.

4.20 Emergency vehicles reach the Sibley neighborhood primarily via Park Lane or Mound Avenue. Fire trucks use the Sibley or Owatonna Street grade crossings because of the low clearances at Mound and Woodland Avenues. Other

emergency vehicles use the underpasses whenever possible to avoid potential conflict with trains.

4.21 Rail Operations and Service - The Blue Earth crossing is part of the CNW's Twin Cities Division, which extends from Minneapolis-St. Paul to Sioux City, Iowa. Five scheduled through trains per day pass through at various hours, with additional trains during periods of heavy grain movement.

4.22 The Honeymead plant operates year round, 24 hours per day. According to company representatives, the plant cannot function more than 2 or 3 days without rail service. About 3,300 feet of storage track are currently available for service to Honeymead, and it is independent of main line operations.

4.23 It is of paramount importance to the railroad and to the Mankato area that both through train operations and local switching service to Honeymead and industries west of the Blue Earth River be maintained without significant interruption during the construction process. Construction must therefore be carried out in carefully sequenced stages under any of the alternatives. Of additional concern are the cost and energy (fuel) impacts associated with changes in rail operations caused by the bridge and track alterations.

5.00 ENVIRONMENTAL EFFECTS

Neighborhoods

5.01 No significant changes in land use of the Sibley Park or Le Hillier neighborhoods are anticipated to occur because of the proposed project. However, introduction of a new rail car storage and switching yard into the Sibley Park neighborhood under Alternative 4 would be incompatible with the adjoining residential uses.

5.02 Raising the railroad embankment would slightly increase the existing separation between the north and south portions of the Sibley Park neighborhood. Under Alternatives 2A and 4, the increase in height would be a maximum of 5 feet at Woodland Avenue. Alternative 2A would reach existing grade at Sibley Street. Alternative 4 would return to existing grade at Hubbell Avenue. The additional width under Alternative 4 due to the added rail storage area and the closing of both Carney Avenue and Sibley Street would accentuate the separation and adverse visual impact. Closing only Carney Avenue under Alternative 2A would accentuate the separation of a lesser extent. Under Alternative 3B Modified there would be no raise at Woodland Avenue or at Hubbell Avenue. Alternative 3B should have no impact on the character and cohesion of the Sibley Park neighborhood. Only under Alternative 4 are the negative impacts considered sufficiently significant to create a likely reduction in property values to adjoining residences.

5.03 East of the river, the levees protecting the neighborhoods are already above rooftop height. For all alternatives, the railroad embankment would be raised only 5 feet above the levees at the river, and the embankment would diminish in height to below levee height at the grade crossing to Sibley Park West. This modification should thus have no significant impact on the Le

Hillier residential neighborhood. Currently, freight car storage extends over the river to the east edge of the neighborhood, and sometimes beyond. Under Alternative 2A, this car storage would shift farther west along the northern edge of the neighborhood, causing a minor aesthetic detriment. Under Alternatives 3B Modified and 4, car storage over and west of the river would be eliminated, thereby improving the visual attractiveness of the neighborhood. Since the neighborhood is generally some distance from the railroad, no significant changes in property values under any alternative need be anticipated as a result of the proposed railroad alterations.

5.04 Under each alternative, the proposed bridge over the river being longer, more slender, and at a higher elevation than the existing bridge - would offer a more open and pleasing view of the river and its environment. The proposed simple through girders are visually less complex than the existing trusses.

Property Acquisitions and Displacements

5.05 No property acquisitions, displacements, or direct tax loss are anticipated under Alternative 2A.

5.06 Alternative 3B Modified will require acquisition of two vacant lots totalling 0.5 acres, 0.2 acres of vacant railroad property, and 0.04 acres from two residential properties. Use and value of the latter properties should not be significantly affected. The estimated annual direct tax loss due to property acquisition is \$300, a negligible amount.

5.07 No displacements would be required by Alternative 4. Acquisition is required of two vacant lots totalling 0.5 acres, 0.2 acres of vacant railroad property, and 0.02 acres from the rear of three residential properties. Use and value of the latter properties should not be significantly affected. Annual direct tax loss due to the property acquisition would be negligible.

Parks and Recreation

5.08 Between Woodland Avenue and the river, the railroad embankment constitutes a desirable visual barrier between East Sibley Park and the Honeymead plant. The increased height of the main track embankment, properly landscaped, should accentuate this effect. Because the storage tracks that would be established in this area would be at a lower elevation than the main track and the stored cars, the switching operations would thus be screened from the park. Differences between the alternatives are minor in this area.

5.09 An underground bank of electrical ducts lies just outside the East Sibley Park boundary between Woodland Avenue and a substation to the west. Under Alternative 3B Modified, this duct bank would be relocated underground just inside the park and the area would be relandscaped. This work would require a construction easement affecting approximately 0.4 acres.

Cultural Resources

5.10 As of 4 October 1983, no historic standing structures listed on or determined eligible for inclusion on the National Register would be impacted by any of the proposed alternatives.

5.11 There are also no archaeological sites listed on or determined eligible for inclusion on the National Register within the proposed project area. An archaeological survey of the proposed project area was conducted during 1981. This survey did not locate any prehistoric or historic archaeological sites in the proposed project area.

Noise

5.12 Studies of rail noise have shown that the variations in noise output for grades of $\pm 0.75\%$ are negligible. Thus, no significant change is foreseen from the grade change to cross the raised river bridge under any of the alternatives. The proposed installation of welded rail track should slightly reduce the noise from wheel-rail interaction. The increased main track embankment height would provide additional shielding against switching noise at the Honeymead plant for the residential and park area to the north.

5.13 Under Alternative 2A, some additional noise would be imposed on the Le Hillier neighborhood from increased switching operations west of the river. Alternatives 3B Modified and 4 would eliminate switching noise from the Le Hillier neighborhood. However, Alternative 4 would likely impose significant additional noise on the Sibley Park neighborhood from switching operations in the yard between Woodland and Hubbell Avenues.

5.14 Typical construction noise disturbance (e.g., from trucking of construction materials and pile driving) can be expected in the adjoining residential areas under any of the alternatives. Such impacts can be minimized by restricting hours of construction activity, using the quietest equipment available, constructing temporary barriers, and being careful to see that all equipment is properly muffled.

Water Resources

5.15 No significant impacts on ground water or surface water quality are anticipated. Impacts on the aquatic environment would be minimal. Appropriate construction precautions would be taken to minimize disruption of bottom sediments and increased turbidity. Sediments excavated from the river bottom must be disposed of at approved sites. See the Section 404(b)(1) Evaluation in this supplement and the separately published Technical Report No. 6, Natural Resources, for details. Provisions for stormwater drainage from the bridge to permit containment of toxic or hazardous material spills will be developed in cooperation with the Minnesota Pollution Control Agency to meet requirements for the discharge of fill into navigable waters under Section 401 of the Clean Water Act of 1977.

Traffic Service and Safety

5.16 Alternatives 2A, 3B Modified, and 4 would retain the present substandard underpass (9'5" vertical clearance) at the entrance to Sibley Park at the corner of Woodland Avenue and Park Lane. This underpass now provides direct access to Sibley Park, but not to the adjacent neighborhood except via the park.

5.17 All alternatives would require closing Carney Avenue at the railroad tracks. Alternatives 3B Modified and 4 would also close Sibley Street to all vehicles at the railroad. The extension of West Second Street to Hubbell Avenue under Alternatives 3B Modified and 4 will also help limit additional travel to or from locations north of the tracks to only one or two additional blocks.

5.18 Some interruption of street traffic would be experienced during the erection of the new main track bridge over the East Sibley Park entrance at Woodland Avenue. For Alternatives 2A, 3B Modified, and 4, such disruption would be for brief, intermittent periods during critical construction operations.

5.19 Currently, a significant number of hikers and walkers trespass on railroad property and cross the river on the main track bridge (M-1605). The higher embankment, if adequately fenced, and the pedestrian bridge over the river, which is proposed for all alternatives, should effectively eliminate this trespassing and its attendant hazards.

Rail Operations and Service

5.20 Railroad operations would be affected by the horizontal distances traveled, the increased grade and elevation to be overcome, and the grade on storage tracks. East of the river, all alternatives would have essentially level storage tracks, which is the desirable condition. Storage tracks west of the river under Alternative 2A would essentially parallel the main track on a grade of 0.6 percent.

5.21 Under Alternative 2A, freight car storage track for the Honeymead operations would be reduced from the present 3,300 feet to 2,400 feet. While this is less than the calculated reasonable peak requirement of 3,200 feet, it is sufficient for normal operations. Switching operations to the 1,500 feet of track west of the river would be interrupted during the passage of through trains since the main track would be used for access to tracks west of the river. Alternative 3B Modified would provide 3,200 feet of freight car storage track for the Honeymead operations, essentially equal to the present 3,300 feet. Storage under Alternative 4 would be reduced to 2,700 feet.

5.22 To compare the operating efficiencies of the alternatives, operating costs and fuel consumption were calculated for simulated operations within the area affected by the proposed alterations. The comparison of these costs, based on 1980 price levels is in table C.

Table C
Estimated Increases in Railroad Operating
Costs and Fuel Consumption

Item	Annual Increases over Present Operations		
	Alternative		
	2A, 2B	3A, 3B	4
Through train operating costs	\$ 8,300	\$ 8,300	\$ 8,300
Honeymead switching operations	49,000	21,900	12,300
Total cost	\$57,300	\$30,200	\$20,600
Through train fuel consumption	7,800 gal.	7,800 gal.	7,800 gal.
Fuel consumption for Honeymead switching operations	8,020 gal.	6,430 gal.	970 gal.
Total fuel consumption	15,820 gal.	14,230 gal.	8,770 gal.

(1) Annual cost, present operations, \$58,900.

5.23 Annual operating costs and energy consumption are lowest under Alternative 4, with Alternative 3B Modified somewhat better than 2A. Differences among the alternatives in energy required for construction are too small to estimate by methods currently available.

5.24 Under all alternatives, minor adjustments in train operations, slow orders, changes in switching procedures, etc., would be required for track alterations and embankment construction.

6.00 PUBLIC INVOLVEMENT

Public Involvement Program

6.01 The study has been conducted by the St. Paul District, Corps of Engineers, with the Minnesota Department of Transportation functioning as a cooperative agency for the TH 169/60 and Main Street bridges. As required by guidelines of the Council on Environmental Quality, a scoping process was a part of the ongoing coordination and public involvement activities. A regular working cooperative arrangement has been maintained with the cities of Mankato and North Mankato. The Chicago and North Western Transportation Company and the Chicago, Milwaukee, St. Paul and Pacific Railroad (Milwaukee Road) were contacted about possible effects on railroad facilities and operations. Coordination with the other involved local, State, and Federal agencies was maintained by correspondence, briefings, and the project newsletter. Direct working relationships were also maintained with private utility companies having facilities in the project area.

6.02 The views of the public were actively solicited throughout the course of the study. Individuals, groups, civic organizations, and governmental bodies were brought into the study process through a broadly-based public information program with regular communications on project matters.

6.03 The public information program included the following elements:

- a. A local public information office.
- b. Periodic newsletters.
- c. News media coverage.
- d. Public information meetings.
- e. Interviews with citizens directly affected by potential property acquisitions.
- f. City Council and staff workshops.
- g. Presentations to interested civic organizations.

6.04 The overall public information program covered the entire bridge relocation (the TH 169/60 Main Street and CNW bridge crossings) project. Specific public information releases were prepared to deal with the three separate bridge locations, as appropriate.

Required Coordination

6.05 Following completion of this final supplement to the FEIS, the only coordination remaining will be securing necessary permits from the Minnesota Department of Natural Resources, the Minnesota Pollution Control Agency, and the Corps of Engineers for the bridge construction, and reviewing and commenting on responses to the draft supplement, including views expressed during the public hearing. In compliance with Section 404 of the Clean Water Act, a Section 404 public notice covering the Blue Earth River bridge relocations was issued in conjunction with the EIS public notice for the CNW railroad bridges supplement. A Section 404 public notice covering the Minnesota River bridge relocations was issued in conjunction with the EIS public notice for the TH 60/Main Street bridge supplement.

6.06 Section 404 of the Clean Water Act will be complied with by obtaining a State water quality certificate for the discharge of dredged or fill material into waters of the United States prior to project construction. A Section 404 public notice was issued with the design memorandum and draft supplements, and an opportunity was provided to address Section 404 issues at the project public hearing. No remaining issues were identified through the public hearing process.

6.07 During construction, all of the agencies having direct concern with the work will be kept informed. A regularly scheduled series of progress meetings to which all concerned would be invited may prove to be most effective for this purpose.

Statement Recipients

6.08 The draft supplement EIS was sent to the following for review and comment:

Draft Supplement Distribution List
Federal, State, and Local Agencies/Officials

United States Senators

Honorable David Durenberger - Minnesota
Honorable Rudy Boschwitz - Minnesota

United States House of Representatives

Honorable Thomas Hagedorn - Minnesota
Honorable Bill Frenzel - Minnesota

Honorable Albert H. Quie - Governor of Minnesota

Federal Agencies

United States Department of Interior

United States Fish and Wildlife Service, Field Office
United States Fish and Wildlife Service, Regional Office
Assistant Secretary for Program Policy
Acting Assistant Director, United States Geological Survey
United States Geological Survey, Conservation Division, Area Water Power
Bureau of Indian Affairs
National Park Service, Interagency Archaeological Services

United States Department of Transportation

Federal Highway Administration, St. Paul, Minnesota
Second Coast Guard District, St. Louis, Missouri
Federal Highway Administration, Homewood, Illinois

United States Department of Agriculture

Eastern Region Forest Service
United States Forest Service
Soil Conservation Service, River Basin Planning Branch
Soil Conservation Service, Minnesota State Conservationist

United States Department of Commerce

Deputy Assistant Secretary of Environmental Affairs
Economic Development Representative, Duluth, Minnesota
National Oceanic and Atmospheric Administration - National Marine
Fisheries Service

United States Department of Health and Welfare

Director of Environmental Affairs
Region V Environmental Office

United States Department of Housing and Urban Development

Region V Environmental Clearance Officer

United States Department of Energy
Federal Energy Regulatory Commission
Division of NEPA Affairs
Advisor on Environmental Quality

United States Environmental Protection Agency
Region V Administrator

Advisory Council on Historic Preservation
Executive Director

Minnesota State Agencies

Department of Natural Resources
Office of Economic Opportunity
Department of Agriculture
Energy Agency
Minnesota State Historic Preservation Office
State Archaeologist
Environmental Quality Board
Environmental Quality Board, Citizen's Advisory Committee
Minnesota Pollution Control Agency
Minnesota State Planning Agency
Minnesota State Planning Agency, Intergovernmental Planning
Minnesota Department of Transportation
Minnesota Senate
Minnesota State House of Representatives
Minnesota Environmental Education Board
Minnesota Department of Economic Development
Minnesota Department of Health, Division of Environmental Health
Water Resources Board, Administrative Secretary, Minnesota
Minnesota-Wisconsin Boundary Area Commission

Regional, County, Local Agencies

City of Mankato, Mayor
City of Mankato, Planning Director
City of Mankato, Director of Public Works
City of North Mankato, Mayor
City Engineer, North Mankato
Blue Earth County Engineer
Blue Earth County Board
Nicollet County Engineer
Nicollet County Board
Southern Minnesota Rivers Basin Commission
Region Nine Regional Development Commission

Libraries

Minneapolis Public Library
State Capitol Legislative Library
Environmental Conservation Library of Minnesota
St. Paul Public Library
Hill Reference Library

Metropolitan Council Library
University of Minnesota Library
University of Minnesota Agricultural Library
Mankato State College Library
Minnesota Valley Regional Library, Mankato
Minnesota Valley Regional Library, North Mankato

Newspapers, Media

The Waterways Journal, St. Louis, Missouri
The St. Peter Herald
Mankato Free Press
Mankato State College, Mankato Reporter
Gustavus Adolphus College, Gustavian Weekly

Interest Groups

Friends of the Earth, Minnesota Branch
Izaak Walton League of America
Izaak Walton League, Minneapolis Chapter
Ducks Unlimited
Minnesota Environmental Control Citizens Association
Minnesota Public Interest Research Group
Sierra Club, North Star Chapter
Minnesota League of Women Voters
Soil Conservation Society of America
Environmental Defense Fund, Inc.
National Audubon Society, North Midwest Region
National Audubon Society, North Midwest Representative
National Wildlife Federation
Minnesota Futurists Chapter of World Future Environmental Resources
Water Resources Development Commission, River Bend Association

Individuals and Companies

Chicago and North Western Transportation Co.
Honeymead Products Company
H. Paul Friesma, Butler University
James Jack, Mankato State University
John Turtle, Route 1, Mankato
Mankato Citizens Telephone Co.
Midwestern Gas Transmission
Northern State Power Company

Public Views and Responses

6.09 Before publication of the draft supplement to the FEIS, local interests and various governmental agencies provided their views on the desired objectives of the project through public meetings, reports, and correspondence. Summarized below are the expressed public views and the project responses.

Views

Responses

- | | |
|--|--|
| a. Provide flood protection. | Proposed bridge alterations will complete the flood control project, thus protecting against the standard project flood. |
| b. Restrict property taking to a minimum. | The negative effects of possible residential and business displacements were accorded thorough investigation. |
| c. Maintain or improve access between north and south Sibley Park neighborhoods. | Underpass possibilities were examined carefully for each considered alternative. |
| d. Provide safety for school children. | Any contemplated changes in existing crossings were scrutinized carefully, and efforts were made to make all necessary crossings safer. |
| e. Improve access to Sibley Park from Park Lane to reduce traffic on Mound Avenue. | No material change in traffic patterns or volume on Mound Avenue is foreseen under any of the alternatives. |
| f. Maintain rail service to Honeymead plant. | Consideration of all alternatives recognized the significant economic importance of the Honeymead plant and the need for efficient rail service thereto. |
| g. Minimize adverse aesthetic effects due to grade raise. | In all alternatives considered, grade raises in residential areas were kept at a level consistent with acceptable engineering criteria. |

6.10 After publication of the draft supplement, additional issues were raised during the draft supplement review process and the EIS public hearing. These views plus Corps of Engineers responses are summarized below.

- | | |
|---|--|
| a. Retain existing Woodland Avenue underpass. | The new underpass was designed to improve local traffic patterns. We believed that this was desirable to area residents. Since it was not, this feature has been removed from the selected plan. |
| b. Provide a pedestrian underpass at Sibley Street. | This feature was determined to be a betterment, thereby requiring complete funding from the local sponsor. The city of Mankato expressed no interest in funding this feature, therefore, unless another local entity is willing to finance this improvement, it has been removed from the selected plan. |

6.11 Letters of comment on the draft supplement and the Corps responses are reproduced in Appendix B.

LIST OF PREPARERS

The following people were primarily responsible for preparing this environmental impact statement.

<u>Name</u>	<u>Expertise</u>	<u>Experience</u>	<u>Role in Preparation of EIS</u>
Mr. Robert Anfang	Forest Ecology	2 years, Research Assistant, University of Minnesota; 1½ years Forestry Technician and Biological Laboratory Technician; U.S. Forest Service; 8 years, Forester, St. Paul District, Corps of Engineers.	Biological evaluation, review documents prepared by contractor; prepared Section 404(b)(1) Evaluation; coordinated Final EIS.
Mr. Merlin H. Berg	Engineering, Hydraulics	45 years, Hydraulics and Planning; 32 years Corps of Engineers, 13 years private practice.	Subconsultant, Technical Writing.
Mr. George G. Brophy	Planner	2 years, Planner, HUD; 3 years Planning Consultant; 3 years Director Physical Planning, Minnesota Region 9 Development Commission; 4 years Director of Planning, Rieke Carroll Muller, Inc.	Subconsultant Project Manager, Planning, Zoning, Community Development.
Mr. James J. Craig, Jr.	Engineer	2 years soils engineering, Geotechnical Eng. Corp.; 5 years soils and foundations engineering, Braun Engineering Testing Co.	Subconsultant, Soils and Geology.
Mr. Roger A. Davis	Planner	2 years, City of North Mankato; 2 years, Professor Political Science, Mankato State University, 8 years, Professor of Urban Studies, MSU; 2 years, Senior Planner, Rieke Carroll Muller, Inc.	Subconsultant, Planning, Zoning, Community Development.
Mr. William G. Hohle, Jr.	Engineer	6 years highway engineer; 4 years hydraulics engineer, Edwards and Kelcey, Inc.	Consultant Staff, Civil Engineering.
Ms. Ann Leviton	Planner	7 years, Planner for local governments (specialty in historic preservation 3 years); 1 year Senior Planner, Rieke Carroll Muller, Inc.	Subconsultant, Planning, Zoning, Community Development, Historic Preservation.

LIST OF PREPARERS (Continued)

<u>Name</u>	<u>Expertise</u>	<u>Experience</u>	<u>Role in Preparation of EIS</u>
Mr. David Miller	Sociologist	2 years Research Assistant, Rural Sociology Department, University of Minnesota - 6 years Sociologist, St. Paul District, Corps of Engineers.	Coordinated draft EIS, reviewed contractors' documents, social/economic impacts, alternative evaluations.
Mr. Robert Penniman	Civil Engineer	12 years, Project Manager/Water Resources Projects, St. Paul District, Corps of Engineers.	Study Manager, contract administrator, reviewed technical and alternative evaluations.
Ms. Terry J. Pfitzenreuter	Archaeology	5 years, Archaeologist, Minnesota Historical Society; 3 years, Archaeologist, Corps of Engineers.	Reviewed and coordinated cultural resources technical report.
Dr. Henry Quade	Limnologist, Ecologist	10 years, Professor of Biology, Mankato State University, EIS studies; consultant to Minnesota Pollution Control Agency and County Boards.	Subconsultant, Natural Resources.
Mr. Amurdo J. Romano	Engineer	28 years, Civil and Structural Engineering, Project Management and EIS Studies; Vice President, Edwards and Kelcey, Inc.	Consultant Principal-in-Charge, Civil Engineering.
Mr. Robert P. Sands	Planner, Engineer	14 years, Land Use Planner, Transportation Engineering and EIS Studies, Edwards and Kelcey, Inc.	Consultant Staff, Alternative Evaluations, Transportation Engineering.
Mr. Dale Shaw	Engineer	20 years, Civil Engineering, Project Engr., District 7 Survey Engr. Minn. Dept. of Transportation.	Mn/DOT Coordinator, Civil Engineering.
Ms. Audrey Thomas	Archaeology	3 years Archaeologist, St. Paul District, Corps of Engineers.	Reviewed cultural resources technical report.
Mr. Thomas E. Wetmore	Civil Engineer	28 years, Transportation Engineering, Project Management and EIS Studies, Edwards and Kelcey, Inc.	Consultant Project Engineer, Civil Engineering.

INDEX REFERENCES AND APPENDIXES
(Alternative 3B Modified, CNW Over Blue Earth River)

<u>Subjects</u>	<u>Environmental Impact Statement</u>	<u>Main Report (References Incorporated)</u>	<u>Report Appendixes and Technical Reports (References Incorporated)</u>
Affected Environment	pp. 10,13	Frontispiece pp. 8-23	Tech. Reports 1-6
Air Quality	p. 2	pp. 19,45,50,57	---
Alternatives	p. 4	pp. 24-26, 28-36	Appendix A
Areas of Controversy	p. 1	---	---
Comparative Impacts of Alternatives	pp. 8,9	pp. 36-42, 60-62	---
Costs	pp. 1,9,17	pp. 38,41-42,46,47 52-53,58,59,61, 62	Appendix B
Displacements	pp. 9,11,14	pp. 39,40,44,49,55, 61,62	Tech. Reports 4
Energy	pp. 9,17	pp. 38,45,51,57	---
Environmental Effects	pp. 1,9,13	pp. 36-41, 42-62	Tech. Reports 1-6
Historic Properties	pp. 9,10,11,14	pp. 22-23,45,50,56	Tech. Reports 5
Implementation	p. 7	pp. 46-47,52-53, 58-59	Tech. Reports 1-6
List of Preparers	p. 23	---	---
Major Conclusions and Findings	p. 1,37	pp. 60-63	---
Mitigation Requirements	p. 7	pp. 46,52,58	---
Need for and Objectives of Action	pp. 3	pp. 1,6-7,26	---

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SECTION 404(b)(1) EVALUATION
FLOOD CONTROL, MINNESOTA RIVER, MINNESOTA
MANKATO-NORTH MANKATO-LE HILLIER
BRIDGE MODIFICATIONS

The following is an evaluation of the proposed construction and fill activity in accordance with the requirements of Section 404 of the Clean Water Act of 1977 (33 U.S.C. 1344).

1. PROJECT DESCRIPTION

This evaluation describes the proposed bridge relocations for the flood control project at Mankato-North Mankato-Le Hillier, Minnesota, with emphasis on construction and fill activities that affect navigable waters in the project area.

Fill activities are associated with the following project features:

Construction of replacement bridges for the Highway 169 and the Chicago and Northwestern Railroad Bridges over the Blue Earth River, and for the Trunk Highway 60 (Main Street) Bridge over the Minnesota River.

a. Description of the proposed discharge of dredged or fill materials.

(1) General characteristics of material - Materials to be used as fill in the various stages of construction activities are classified as concrete, pervious fill, impervious fill, filter layer, and riprap. The pervious fill, consisting of sands and gravels available from local pits, would be used for fill placed under water. The impervious fill would be used for shaping the river-bank above water. The impervious fill would be clayey material obtained from borrow areas in the higher ground along the river valley. No organic material will be permitted in either the pervious or impervious fill. The filter layer and riprap would be coarse granular and quarried rock materials placed on the finished slopes for erosion protection. Bridge reconstruction requires placement of concrete bridge piers in the river. Cofferdams constructed out of steel sheeting would be utilized to place the new bridge piers. A description of the construction activities associated with each of the bridge relocations is presented below.

The following fill activities would occur at the new Trunk Highway 60 (Belgrade/Mulberry) Bridge over the Minnesota River:

Construction of temporary cofferdams for pier footings.

Install piling, concrete footings, and concrete shafts for piers 1 and 2.

Backfill with washed sand and gravel over pier footings (source of fill from Minnesota Department of Transportation (MN/DOT) approved borrow sites).

Riprap over washed sand and gravel at pier locations to approximate elevation 748, or temporary cofferdams left in place to elevation 748.

The following fill activities would occur at the Chicago and Northwestern Transportation Company Bridges and pedestrian walk over the Blue Earth River:

Placement of abutment piling, footings, walls, and wing walls.

Placement of riprap on slopes.

Construct temporary cofferdams for pier footings.

Install piling, concrete footings, and concrete shafts for all piers.

Backfill with washed sand and gravel behind abutment walls and over pier footings (source of fill from MN/DOT approved borrow sites).

Riprap over washed sand and gravel at pier location to approximate elevation 755, or temporary cofferdams left in place to elevation 755.

The following fill activities would occur at the TH 169 and 60 bridge over the Blue Earth River:

Furnish and install abutment piling.

Remove and replace riprap on slopes.

Construct temporary cofferdams for pier footings.

Install piling, concrete footings, and concrete shafts for piers 1 and 2.

Backfill with washed sand and gravel behind abutment walls and over pier footings (source of fill from MN/DOT approved borrow sites).

Riprap over washed sand and gravel at pier locations to approximate elevation 755, or temporary cofferdams left in place to elevation 755.

(2) Quantity of material proposed for discharge - The approximate quantities of materials involved (not all would be placed below normal high water mark) follow:

The Belgrade/Mulberry bridge requires the following fill materials and quantities:

Steel Sheet piling - Cofferdams	176 tons
Selected Backfill - Piers	800 cubic yards
Steel H-Piling	8,380 linear feet
Concrete	2,460 cubic yards
Riprap Slope Protection	3,930 cubic yards

The CNW railroad bridge:

Steel Sheet piling - Cofferdams	81 tons
Steel H-Piling	5,360 linear feet
Concrete - Piers	848 cubic yards
Concrete - Abutments	107 cubic yards
Riprap Slope Protection	180 cubic yards

The TH 169 and 60 bridge:

Steel Sheet piling - Cofferdams	257 tons
Aggregate Backfill	70 cubic yards
Steel H-Piling	9,700 linear feet
Concrete - Piers	2,420 cubic yards
Concrete - Abutments	1,390 cubic yards
Riprap Slope Protection	330 cubic yards

(3) Source of material - Backfill for around bridge piers would be obtained from Minnesota Department of Transportation approved borrow sites. Sand, gravel, and quarried rock used in the riprap and filter layer would be obtained from local pits. Concrete would be purchased from local commercial sources.

b. Description of the proposed disposal sites for fill material

(1) Location - Fill activities are associated with proposed project works located between river miles 109 and 104 on the Minnesota River and on the lower 1-mile reach of the Blue Earth River.

(2) Type of disposal sites - The river valley in the project area is composed mostly of sand. Fill areas would be along the shore and, for the bridge piers, in the river.

(3) Method of discharge - Fill will be placed with normal construction equipment such as bulldozers and cranes equipped with buckets.

(4) When will disposal occur? - The bridge alterations are scheduled to begin by spring 1983 and should be completed by fall 1984.

(5) Projected life of fill sites - The life of the project is 100 years.

(6) Bathymetry - The river has been channelized and consists mostly of a shifting sand bottom. About 10 feet deep at normal water level, the river increases to about 30 feet for the design flood.

2. PHYSICAL EFFECTS (40 CFR 230.4-1(a))

a. Potential destruction of wetlands - effects on (40 CFR 230.4-1(a)(1)(i-vi))

(1) Foodchain production - Because of the existing poor water quality, the shifting sand bottom, and previous channelization work that has already degraded the aquatic environment, the proposed work should not have an appreciable effect on foodchain production.

In general, the production of algae and aquatic invertebrates is inhibited in the project area by excessive silt, which reduces light penetration and destroys the utility of rocky substrate as invertebrate habitat.

(2) General habitat - Because the channelized river provides little habitat value, there would be little effect on aquatic or terrestrial species. Temporary effects of increased siltation during the short term of project construction would be harmful to aquatic biota, especially the algae and invertebrates that form the fishery forage base. There should be very little long-term impact upon river biota because the base flow characteristics will not be modified.

(3) Nesting, spawning, rearing, and resting sites for aquatic or land species - Essentially no nesting or spawning sites are available in the project area. Some aquatic species such as mollusks and benthic invertebrates would be affected by silting and direct placement of fill material. Long-term effects on aquatic and land species would be minimal, however.

(4) Those areas set aside for aquatic environment study or sanctuaries or refuges - Not applicable. No such areas are located within the area of project influence.

(5) Natural drainage characteristics - The project would not alter the natural drainage characteristics of the area.

(6) Sedimentation patterns - Sedimentation patterns are not expected to be changed because the large ambient sediment load and the base flow characteristics of the river channel will not be changed.

(7) Salinity distribution - No salinity parameters are applicable to the project.

(8) Flushing characteristics - Base or flood flow characteristics of the river channel will not be changed by the proposed fill activities.

(9) Current patterns - Base or flood flow characteristics of the river channel will not be changed.

(10) Wave action, erosion, or storm damage protection - Fill and riprap activities associated with the project would protect the riverbank from erosion by normal water flow and from high energy storm flows.

(11) Storage areas for storm waters and floodwaters - Fill activities will not affect storage areas for storm waters and floodwaters.

(12) Prime natural recharge areas - Groundwater and prime natural recharge areas are not expected to be affected by fill activities.

b. Impact on water column (40 CFR 230.4-1(a)(2))

(1) Reduction in light transmission - Increased turbidity during and immediately after construction would temporarily reduce light transmission.

(2) Aesthetic values - Fill activities would have little effect on the aesthetics of the water column because of the high ambient sediment load in the river.

(3) Direct destructive effects on nektonic and planktonic populations - Direct destruction of these populations would be minor due to the existing poor water quality and poor spawning habitat in the construction area. In general, the production of algae is inhibited in the project area by excessive silt, which reduces light penetration and destroys the utility of river habitat.

c. Covering of benthic communities (40 CFR 230.4-1(a)(3))

(1) Actual covering of benthic communities - In general, excessive silt, which destroys the utility of the substrate as invertebrate habitat, inhibits the production of aquatic invertebrates in the project area. Some aquatic invertebrate populations are apparent in the project area. Those animals dwelling directly in the path of the fill and riprap activities would be covered and thus eliminated by project construction.

(2) Changes in community structure or function - Fill and riprap activities would cover and eliminate some benthic communities. This would be a short-term adverse impact until "seed" organisms from similar habitats in the river could colonize the new substrate. Riprap activity would alter the substrate from mostly sand and silt to the riprap rock, allowing organisms that are adapted to a rock substrate to colonize the riprap area. This new habitat would increase the diversity of the number of species because of the increased surface area. Total community function is limited by the overall poor quality of the aquatic ecosystem.

d. Other effects (40 CFR 230.4-1(a))

(1) Changes in bottom geometry and substrate composition - Riprap would cover the existing uneven, sandy surface of the riverbank with a flat surface of rocks with slopes of 1 vertical to 2-1/2 or 3-1/2 horizontal. Bridge piers would cover and replace the existing surface with a concrete pier stretching from the river bottom to above the waterline.

(2) Water circulation - Base or flood flow characteristics of the river channel will not be changed by the project.

(3) Salinity gradients - Not applicable.

(4) Exchange of constituents between sediments and overlying water with alterations of biological communities - Fill activities would cover the existing fine-grained sandy sediments. The new condition with the fill would not be a probable habitat for organisms which have the ability for chemical exchange between constituents in the sediments and overlying water.

3. CHEMICAL - BIOLOGICAL INTERACTIVE EFFECTS (40 CFR 230.4-1(b))

a. Does the material meet the exclusion criteria?

The exclusion criteria state that dredged or fill material may be excluded from this evaluation if it is composed predominantly of sand, gravel, or any other naturally occurring sedimentary material with particle sizes larger than silt, characteristic of and generally found in areas of high current or wave energy such as streams with high bedloads or coastal areas with shifting bars and channels, or when the material proposed for discharge is taken from a site sufficiently removed from sources of pollution to provide reasonable assurance that such material has not been contaminated by such pollution. The fill material to be used for this project would meet these standards. Fill material would consist of sand, quarried rock, fieldstone, or any other naturally occurring sedimentary or glacial material with particle sizes larger than silt, generally found in areas having high current or wave energy. The fieldstone would be of glacial origin. The fill material would be obtained from MN/DOT approved borrow sites. Concrete would be obtained from commercial sources.

4. DESCRIPTION OF SITE COMPARISON (40 CFR 230.4-1(c))

a. Total sediment analysis (40 CFR 230.4-1(c)(1))

Sediment analysis performed in the study area shows that, except for high lead counts downstream of the Main Street Bridge, the values for heavy metals are similar to those found in the Minnesota River and do not represent a problem. The high lead content is due to storm sewer runoff in that area. One sample site near the Main Street Bridge also revealed the presence of PCB's (6 ug/kg). Any polluted sediments which are excavated will be placed in approved disposal sites and not returned to the river. Clean sand, gravel, and other material would be used as fill; and use of this material would present no major environmental impact in regard to concentration differences of critical constituents between the fill site and the fill material.

b. Biological community structure analysis (40 CFR 230.4-1(c)(2))

The composition of the biological community was sampled in the study area. The insect association is generally representative of a warm water lotic environment but is limited due to periodic siltation. The clam and fish populations in the area are also limited. The existing water quality is rather poor, while a shifting sand bottom and previous channelization work have degraded the aquatic environment. The non-aquatic nature of the fill material is unlikely to be a factor in the biological community structure at the fill sites.

5. REVIEW APPLICABLE WATER QUALITY STANDARDS

a. Compare constituent concentrations

The water quality of the Minnesota River study area is rather poor, with high turbidity and bedload movement at certain times of the year. The Minnesota River study area (including parts of tributaries) is classified as 2B fisheries and recreation and 3B industrial consumption. The constituent concentrations of the fill material are related to the source of the fill material. All fill material would be clean gravel, sand, rock, or concrete.

b. Consider mixing zone

The seepage water from the cofferdam would be pumped back into the river. Because the seepage water would be essentially the same as the existing river water, minor impacts are anticipated and consideration of the mixing zone is not applicable.

c. Will fill operation be in conformance with applicable standards?

According to the criteria outlined in Minnesota State Regulations, Minnesota Pollution Control Agency WPC 14, the project would not affect the river's ambient quality.

6. SELECTION OF DISPOSAL SITES (40 CFR 230.5) FOR FILL MATERIAL

a. Need for the proposed activity

The bridges have to be modified to pass the design standard project flood.

b. Alternatives considered

Alternatives other than the placement of fill are rather limited. Bridge removal with no replacement is neither acceptable nor practical; therefore, pier construction and backfilling are needed, which require the placement of a cofferdam. The steel sheetpile cofferdam, concrete bridge piers, riprap, and clamshell placement of fill material are alternatives that would minimize turbidity and help reduce future water quality impacts.

c. Objectives to be considered in discharge determination (40 CFR 230.5(a))

(1) Impacts on chemical, physical, and biological integrity of aquatic ecosystem (40 CFR 230.5(a)(1)) - Due to their clean nature, fill activities would not have a significant impact on the chemical, physical, or biological properties of the aquatic ecosystem. Fill activities would not alter the temperature, flow rate, or other physical parameters of the river. Fill activities would not have a significant impact on the biological integrity of the aquatic ecosystem. The runoff from the decks of the constructed bridges, resulting from precipitation events or spills, would not drain directly into the river but would be routed to points on land to the storm sewer system where it would be possible to contain the runoff if necessary. (A more detailed description of this impact is presented in the environmental impact statement supplement.)

(2) Impact on foodchain - Because of the existing poor water quality, the shifting sand bottom, and previous channelization work that has already degraded the aquatic environment, the proposed work should have no effect on foodchain production. In general, excessive silt currently inhibits the production of algae and aquatic invertebrates in the project area.

(3) Impact on diversity of plant and animal species - Biological diversity is fairly low in the fill area of the project. As a result, fill activities are not expected to have a significant impact on plant and animal diversity.

(4) Impact on movement into and out of feeding, spawning, breeding, and nursery areas - Habitat in the fill area is not conducive for such activities. Fill activities are not expected to have a significant impact on this movement.

(5) Impact on wetland areas having significant functions of water quality maintenance - No wetland areas with this function are near the fill activities of the project area.

(6) Impact on areas that serve to retain natural high waters or floodwaters - No natural floodwater retaining areas of significant size are in the project area.

(7) Methods to minimize turbidity - Construction below the normal high water level would be accomplished during low flow periods to minimize turbidity. Using steel sheet piles and making the cofferdams as small as possible yet still able to provide sufficient construction work area would also reduce turbidity. The use of clean fill material would minimize impacts on aquatic organisms and reduce effects on water quality parameters.

(8) Methods to minimize degradation of aesthetic, recreational, and economic values - The cofferdam would be a temporary fill activity with short-term minor aesthetic and recreational impacts. The altered bridge piers would have aesthetic, recreational, and economic impacts similar to the existing conditions, and these would be considered minor.

(9) Threatened and endangered species - No Federal or State threatened or endangered species would be affected by the proposed fill activities.

(10) Other measures that avoid degradation of aesthetic, recreational, and economic values of navigable waters - The fill portions of the project would have no significant impacts on aesthetic, recreational, or economic values of the navigable waters.

d. Impacts on water used at proposed fill sites (40 CFR 230.5(b)(1-10))

(1) Municipal water supply intakes - The fill sites are not near any public water supply intakes.

(2) Shellfish - The fill sites are not in an area of shellfish production.

(3) Fisheries - No significant fish habitat would be affected by the fill activities.

(4) Wildlife - During construction, equipment associated with the placement of fill would temporarily disturb some wildlife.

(5) Recreation activities - Water-related recreation activities are not important in the project area.

(6) Threatened and endangered species - No Federal or State threatened or endangered species are located in the project area.

(7) Benthic life - In general, benthic life is inhibited in the project area by excessive silt, which destroys the utility of the substrate as benthic habitat. However, fill activities would cover any benthic life existing at the fill sites. This would be a short-term adverse impact because recolonization would occur.

(8) Wetlands - Wetlands would not be affected by fill activities.

(9) Submersed vegetation - The fill sites do not contain a significant population of submersed vegetation.

(10) Size of disposal site - The size of the disposal site would have minor environmental impacts in the project area. In addition, the disposal sites are the smallest possible that still provide required construction space.

(11) Coastal Zone Management programs (40 CFR 230.3(e)) - Not applicable.

e. Considerations to minimize harmful effects (40 CFR 230.5(c)(1-7))

(1) Water quality criteria - According to the criteria outlined in Minnesota State Regulations, Minnesota Pollution Control Agency WPC 14, the project would not affect the river's ambient quality.

(2) Alternatives to open water fill - There are no practical alternatives to the fill required to accomplish the bridge modifications.

(3) Physical characteristics of alternative fill sites - The flood control project, as designed, requires modifications to the bridges. Alternatives are not compatible with the project.

(4) Ocean dumping - Not applicable.

(5) Covering contaminated fill material with cleaner material - All fill material would be clean.

(6) Methods to minimize effects of runoff from confined areas on the aquatic environment - All fill material is clean, and no confined areas other than the cofferdams would be utilized.

(7) Coordinate potential monitoring activities at the fill site with EPA - Because of the clean nature of the fill material, no monitoring activities are planned.

7. STATEMENT AS TO CONTAMINATION OF FILL MATERIAL IF FROM A LAND SOURCE (40 CFR 230.5(d))

The fill material would be commercially purchased and would consist of clean rock, gravel, sand, and concrete. Minnesota Department of Transportation approved borrow sites would be used.

8. DETERMINE MIXING ZONE

Determination of a mixing zone is not applicable. Because the discharged seepage water would be of the same quality as the receiving water, no significant impacts are expected. The seepage water discharge may cause some increased turbidity, but this impact would be minor.

9. DETERMINATIONS

The following determinations are those contained in the Section 404(b)(1) Guidelines, dated 5 September 1975, which are considered the most important in arriving at the findings required by Section 404(b)(1) of the Clean Water Act.

a. An ecological evaluation has been made following the evaluation guidance in 40 CFR 230.4, in conjunction with the evaluation considerations in 40 CFR 230.5.

b. Appropriate measures (e.g., use of concrete and clean fill material and riprap from commercial sources and approved borrow pits) have been incorporated into the proposed plan to minimize adverse effects on the aquatic environment.

c. Consideration has been given to the need for the proposed activity, the availability of alternative sites and methods of disposal (see Section 6 of this evaluation) that are less damaging to the environment, and such water quality standards (see Section 5 of this evaluation) as are appropriate and applicable by law.

d. The fill activities must be associated with the Minnesota and Blue Earth Rivers and must be placed in the specified locations in order to modify the bridges. Other construction alternatives are not practical, and the proposed fill and associated activities will not cause significant permanent disruption of the beneficial water quality uses of the Minnesota or Blue Earth Rivers.

10. FINDINGS

Based on the above determination, I find that the fill sites discussed above for the modifications of the bridges on the Minnesota and Blue Earth Rivers at Mankato, Minnesota, have been specified through the application of the Section 404(b)(1) guidelines.

7 Nov-83

DATE

Archie M. Doering

ARCHIE M. DOERING

Lieutenant Colonel, CE

Acting Commander

FLOOD CONTROL
MINNESOTA RIVER, MINNESOTA
MANKATO-NORTH MANKATO-LE HILLIER

FINAL SUPPLEMENT II TO THE FINAL
ENVIRONMENTAL IMPACT STATEMENT
FOR
BRIDGE RELOCATIONS

CHICAGO AND NORTH WESTERN TRANSPORTATION COMPANY
OVER BLUE EARTH RIVER BETWEEN
MANKATO AND LE HILLIER

APPENDIX A
PLATES

FLOOD CONTROL
MINNESOTA RIVER, MINNESOTA
MANKATO-NORTH MANKATO-LE HILLIER

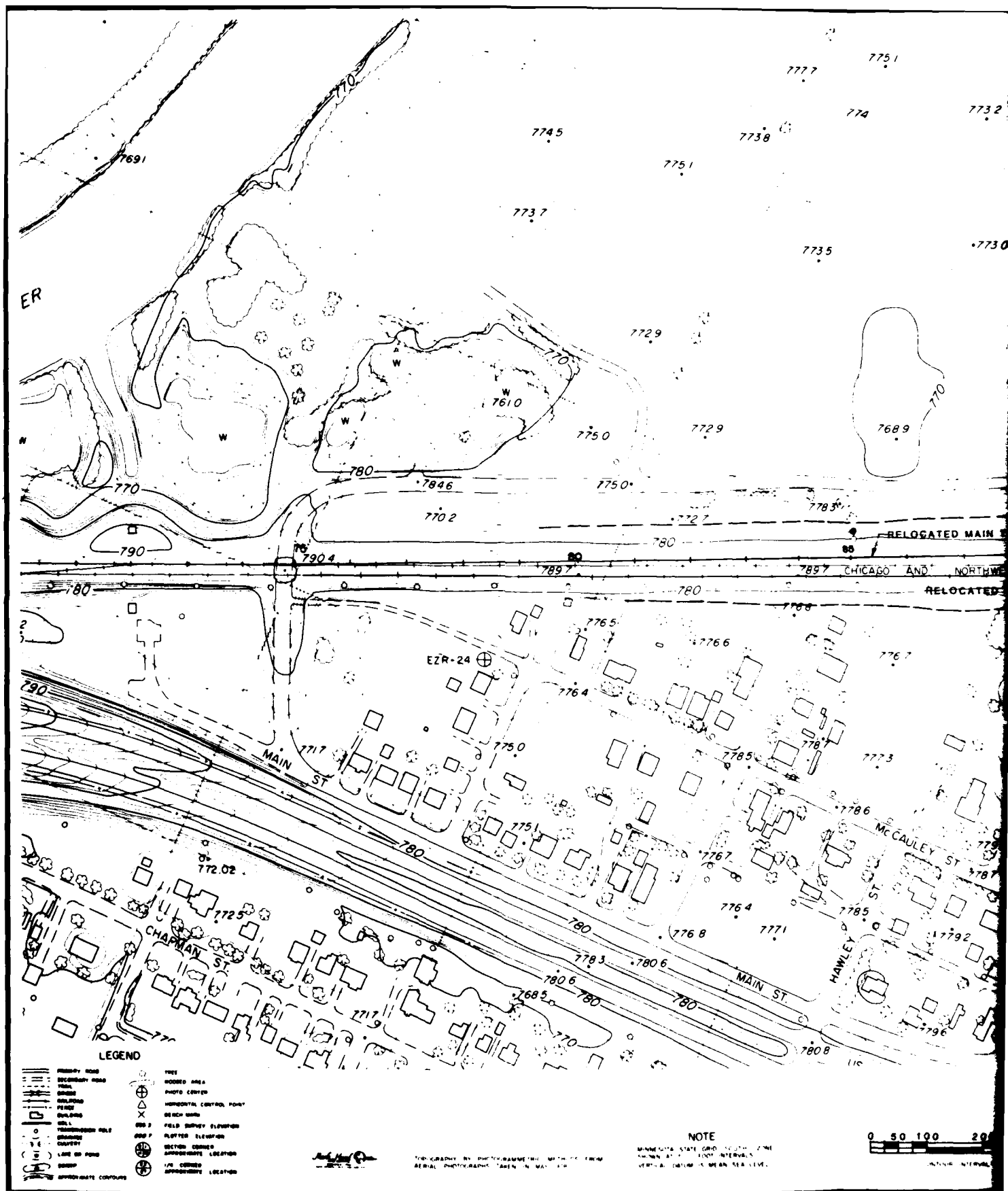
FINAL SUPPLEMENT II TO THE FINAL ENVIRONMENTAL IMPACT STATEMENT
FOR
BRIDGE RELOCATIONS

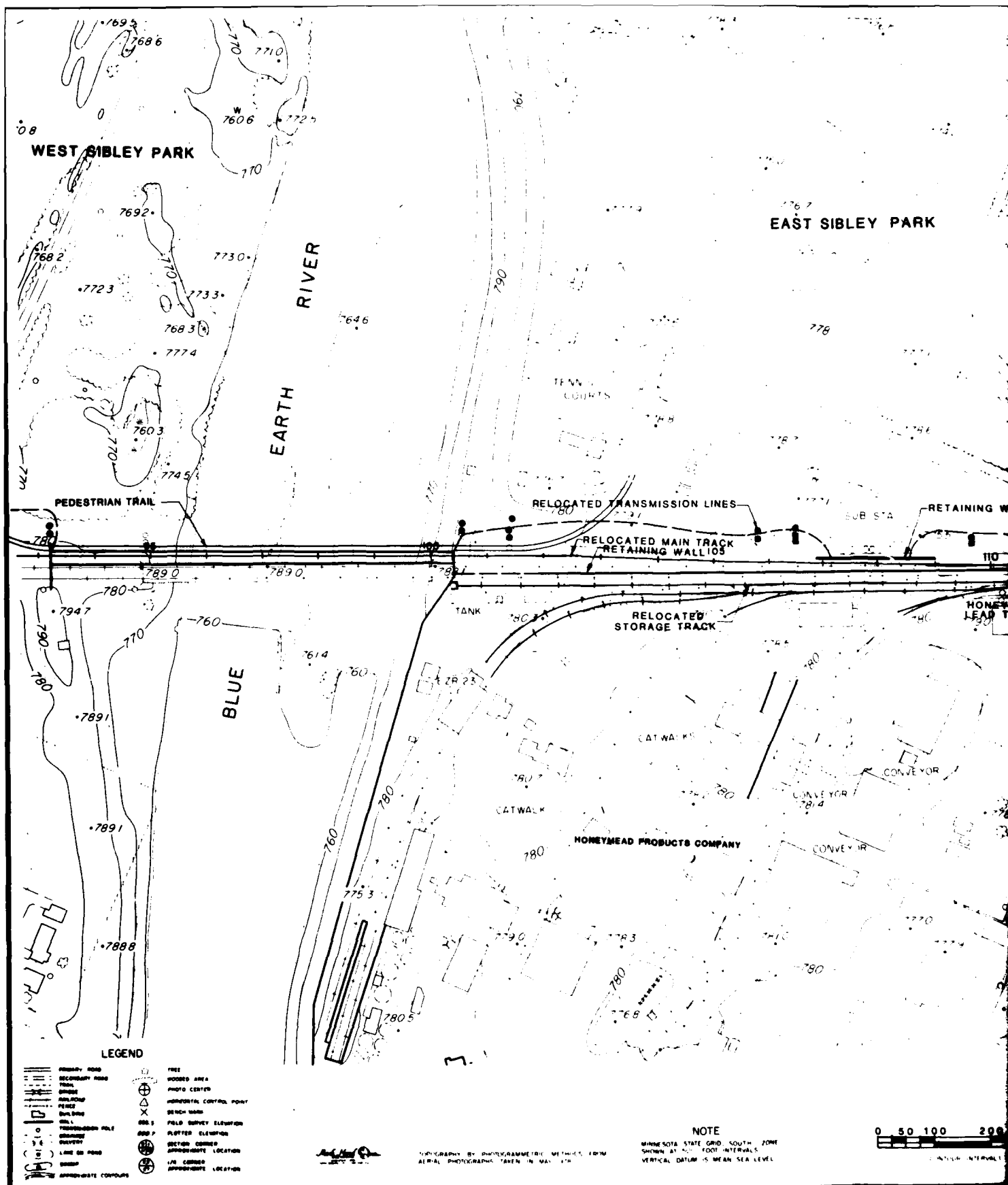
CHICAGO AND NORTH WESTERN
TRANSPORTATION COMPANY BRIDGES
OVER THE BLUE EARTH RIVER BETWEEN
MANKATO AND LE HILLIER

APPENDIX A
PLAN, PROFILES, AND TYPICAL CROSS SECTIONS

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EAST SIBLEY PARK

RETAINING WALL

HONEYMEAD
LEAD TRACK

ROADWAY RELOCATED

ROADWAY CLOSED

WOODLAND
AVE

CARNEY
AVE

MINNEAPOLIS
RD



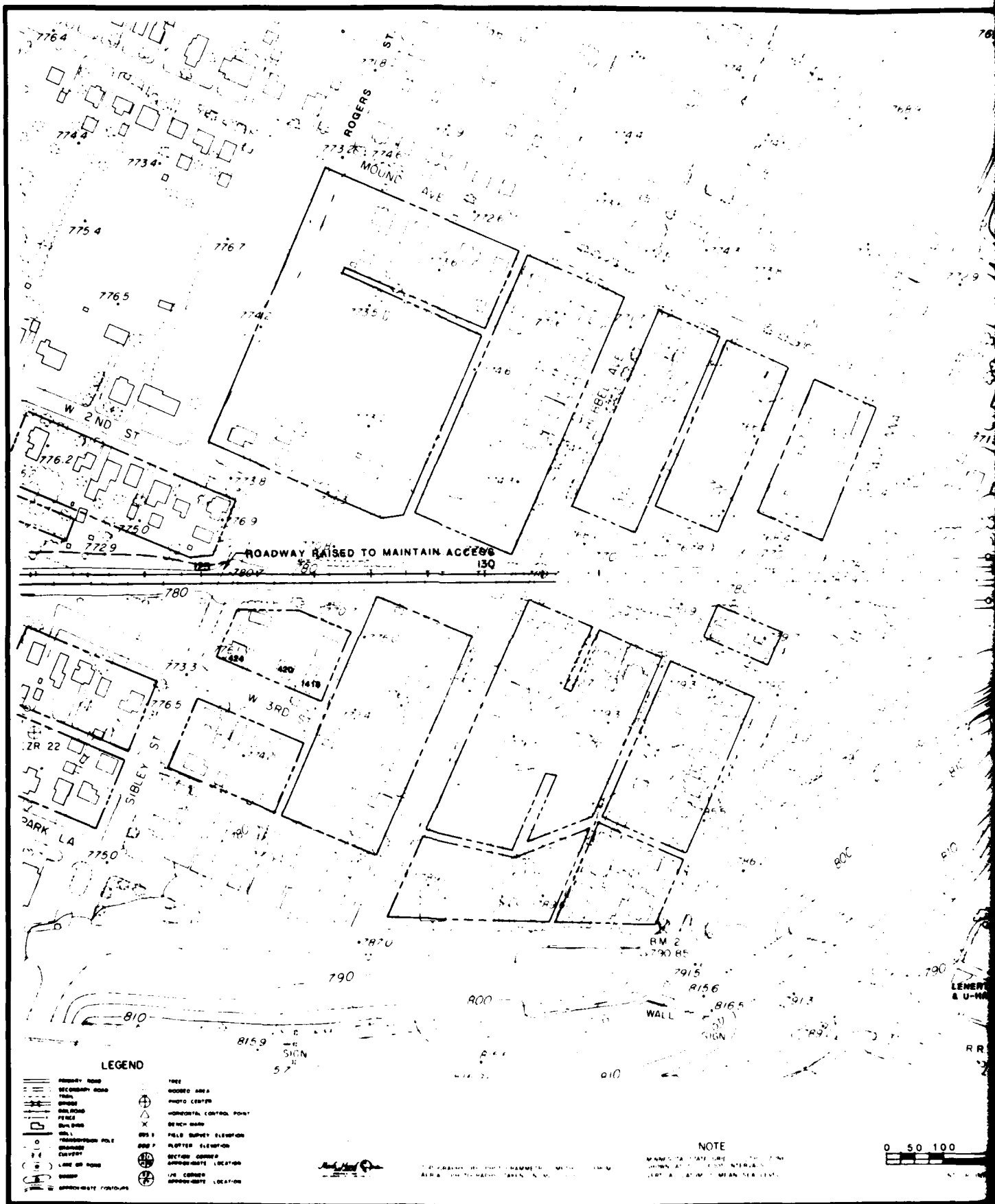
I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly registered Professional Engineer under the laws of the State of Minnesota.

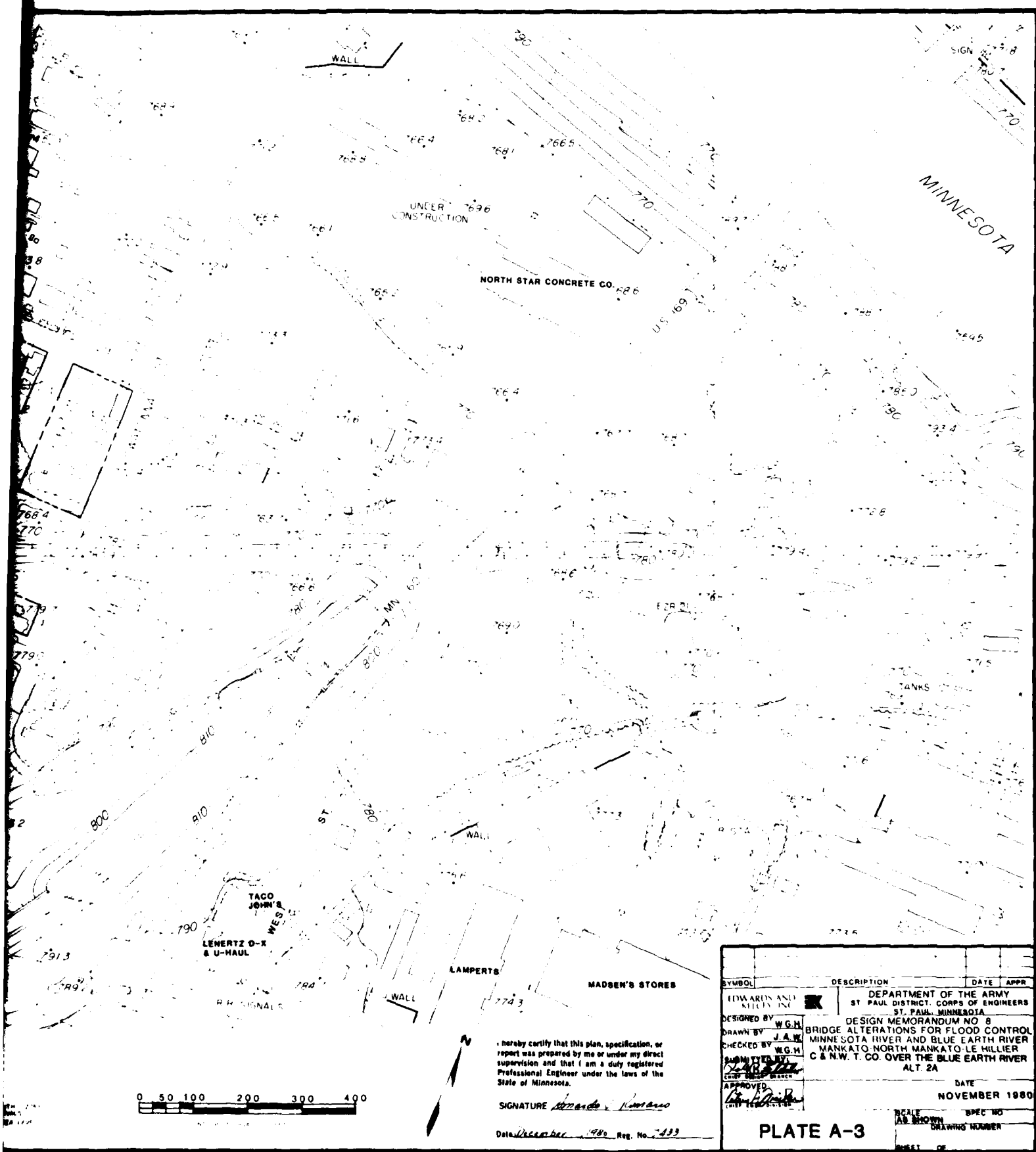
SIGNATURE *Arnold J. Norman*

Date *December 4, 1980* Reg. No. *7433*

SYMBOL	DESCRIPTION	DATE	APPR
EDWARDS AND KELLY INC.	DEPARTMENT OF THE ARMY ST. PAUL DISTRICT, CORPS OF ENGINEERS ST. PAUL, MINNESOTA		
DESIGNED BY <i>W.G.H.</i>	DESIGN MEMORANDUM NO. 8		
DRAWN BY <i>J.A.W.</i>	BRIDGE ALTERATIONS FOR FLOOD CONTROL		
CHECKED BY <i>W.G.H.</i>	MINNESOTA RIVER AND BLUE EARTH RIVER		
APPROVED <i>Arnold J. Norman</i>	MANKATO NORTH MANKATO LE HILLER		
	C & NW T. CO. OVER THE BLUE EARTH RIVER		
	ALT. 2A		
	DATE		
	NOVEMBER 1980		
	SCALE		
	AS SHOWN		
	DRAWING NUMBER		

PLATE A-2





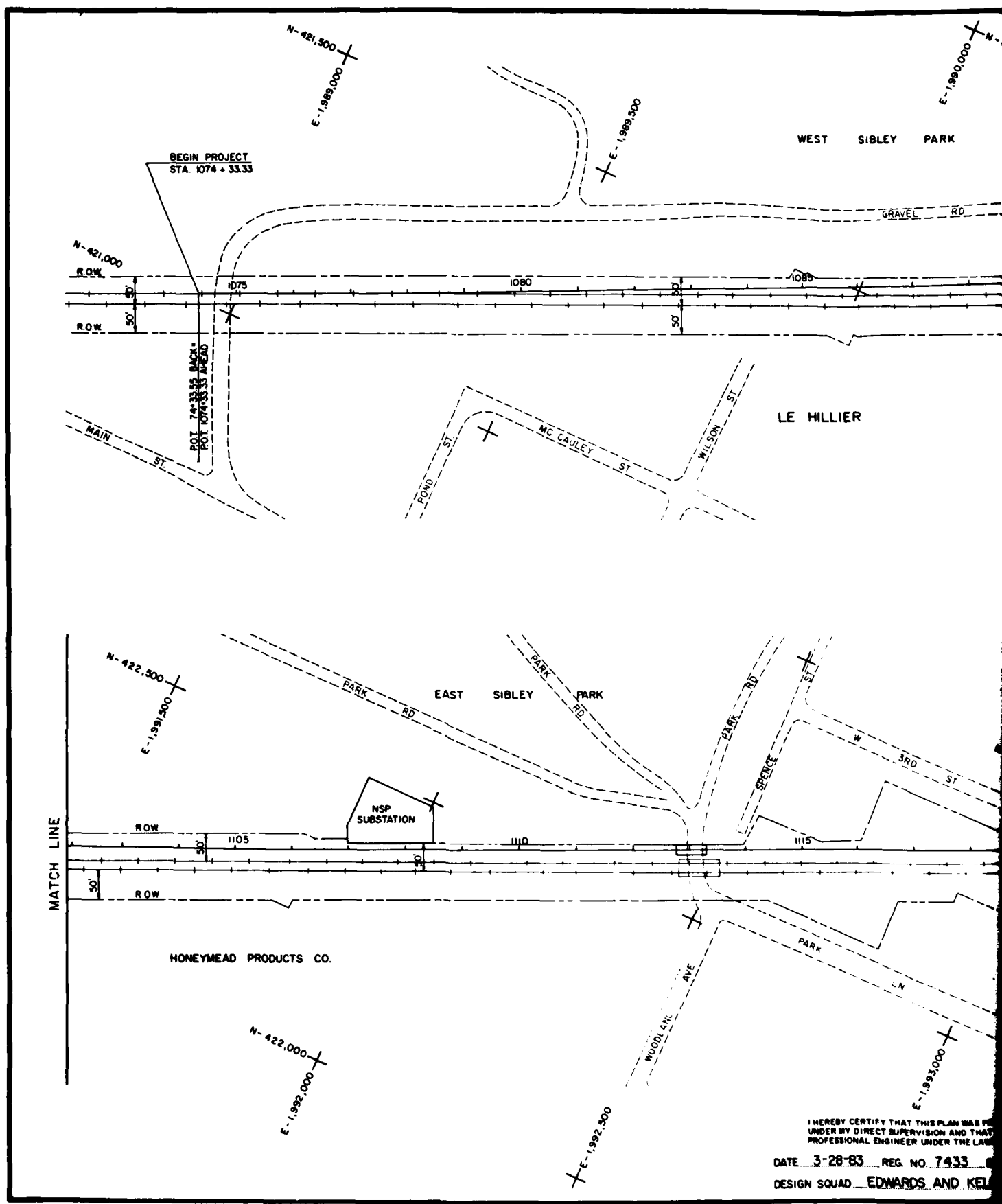
I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly registered Professional Engineer under the laws of the State of Minnesota.

SIGNATURE *Edward J. Anderson*

Date *December 1980* Reg. No. *433*

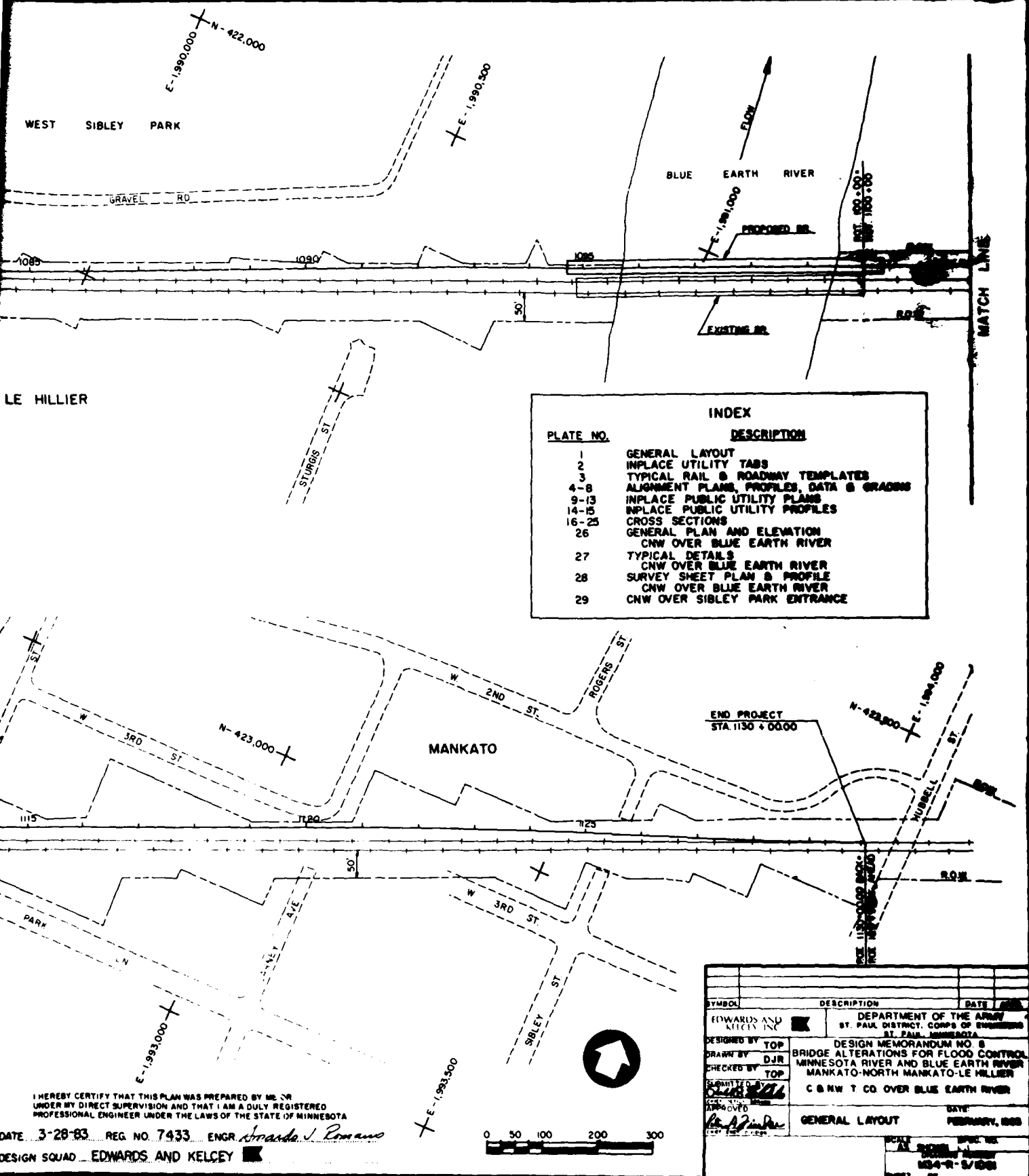
SYMBOL	DESCRIPTION	DATE	APPR
EDWARDS AND SUTHER INC	DEPARTMENT OF THE ARMY ST PAUL DISTRICT, CORPS OF ENGINEERS ST. PAUL, MINNESOTA		
DESIGNED BY W.G.H.	DESIGN MEMORANDUM NO 8		
DRAWN BY J.A.W.	BRIDGE ALTERATIONS FOR FLOOD CONTROL		
CHECKED BY W.G.H.	MINNESOTA RIVER AND BLUE EARTH RIVER		
APPROVED BY <i>[Signature]</i>	MANKATO NORTH MANKATO-LE MILLIER		
CHIEF ENGINEER	C & N.W. T. CO. OVER THE BLUE EARTH RIVER		
	ALT. 2A		
	DATE		
	NOVEMBER 1980		
	SCALE		
	AS SHOWN		
	SPEC NO		
	DRAWING NUMBER		
	SHEET OF		

PLATE A-3



I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF CALIFORNIA.

DATE 3-28-83 REG. NO. 7433
DESIGN SQUAD EDWARDS AND KEL



INDEX	
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26	GENERAL PLAN AND ELEVATION CNW OVER BLUE EARTH RIVER
27	TYPICAL DETAILS CNW OVER BLUE EARTH RIVER
28	SURVEY SHEET PLAN & PROFILE CNW OVER BLUE EARTH RIVER
29	CNW OVER SIBLEY PARK ENTRANCE

I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY REGISTERED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA

DATE 3-28-83 REG. NO. 7433 ENGR. *Armando J. Romano*

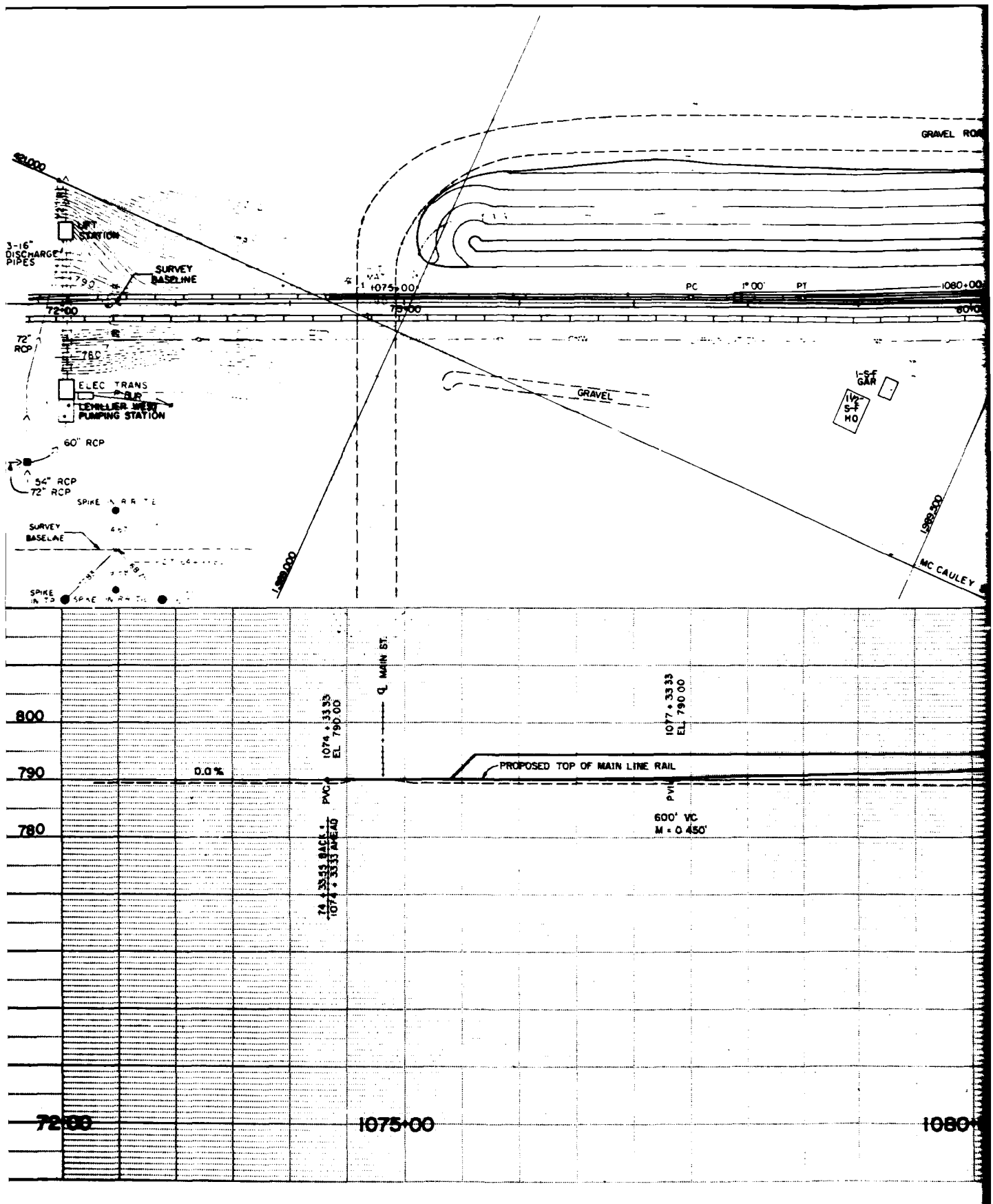
DESIGN SQUAD EDWARDS AND KELCEY

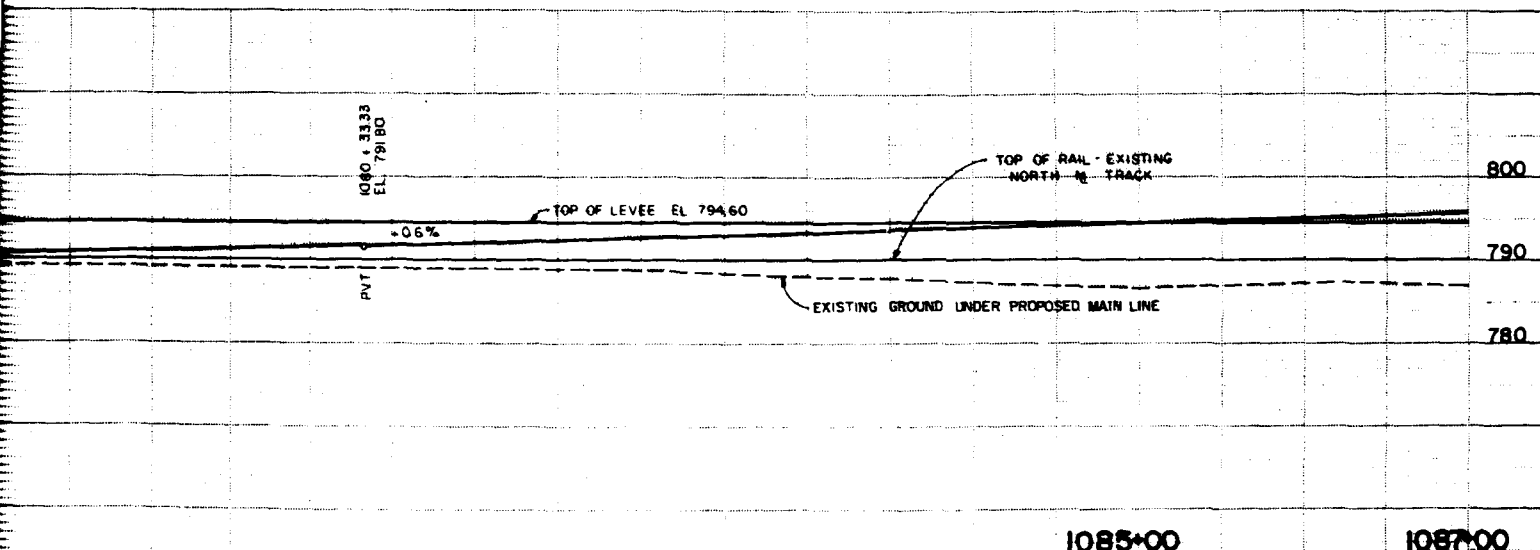
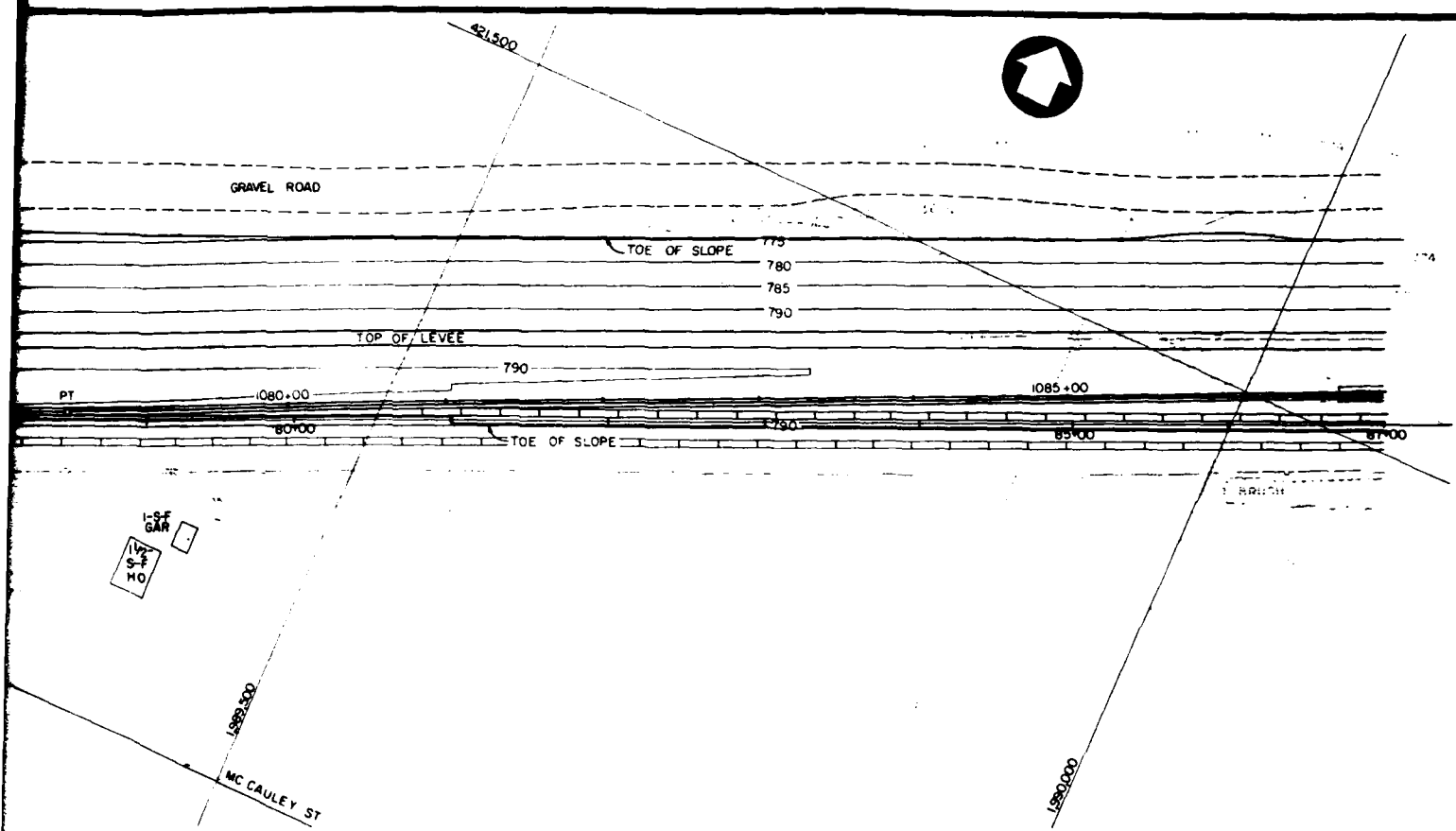


SYMBOL	DESCRIPTION	DATE
EDWARDS AND KELCEY INC	DEPARTMENT OF THE ARMY ST. PAUL DISTRICT, CORPS OF ENGINEERS ST. PAUL, MINNESOTA	
DESIGNED BY TOP	DESIGN MEMORANDUM NO. 8	
DRAWN BY DJR	BRIDGE ALTERATIONS FOR FLOOD CONTROL	
CHECKED BY TOP	MINNESOTA RIVER AND BLUE EARTH RIVER	
SUBMITTED BY <i>[Signature]</i>	MANKATO-NORTH MANKATO-LE MILLER	
APPROVED <i>[Signature]</i>	C & NW T CO OVER BLUE EARTH RIVER	
	GENERAL LAYOUT	DATE FEBRUARY, 1983
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	MD-4-R-2/1001	

PLATE A-4

2





1080+00



1085+00

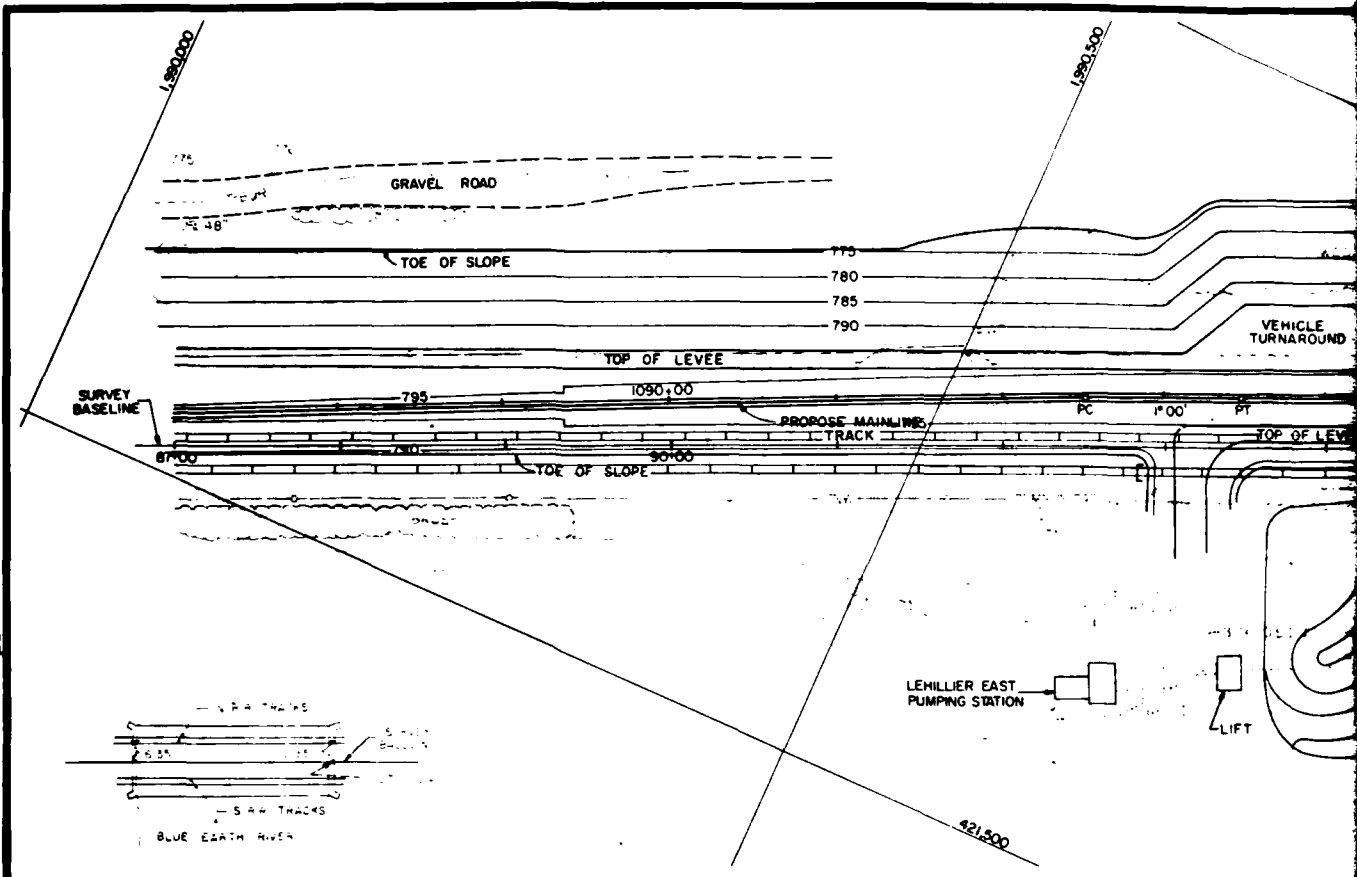
1087+00

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DESIGNED BY	TOP	DESIGN MEMORANDUM NO. 8		
DRAWN BY	DJR	BRIDGE ALTERATIONS FOR FLOOD CONTROL		
CHECKED BY	TOP	MINNESOTA RIVER AND BLUE EARTH RIVER MANKATO-NORTH MANKATO-LE HILLIER		
C & NW T CO OVER BLUE EARTH RIVER				
ALIGNMENT PLAN & PROFILE, GRADING		DATE FEBRUARY, 1963		
SHEET NO.		SPEC. NO.		
M34-R-5/1064				

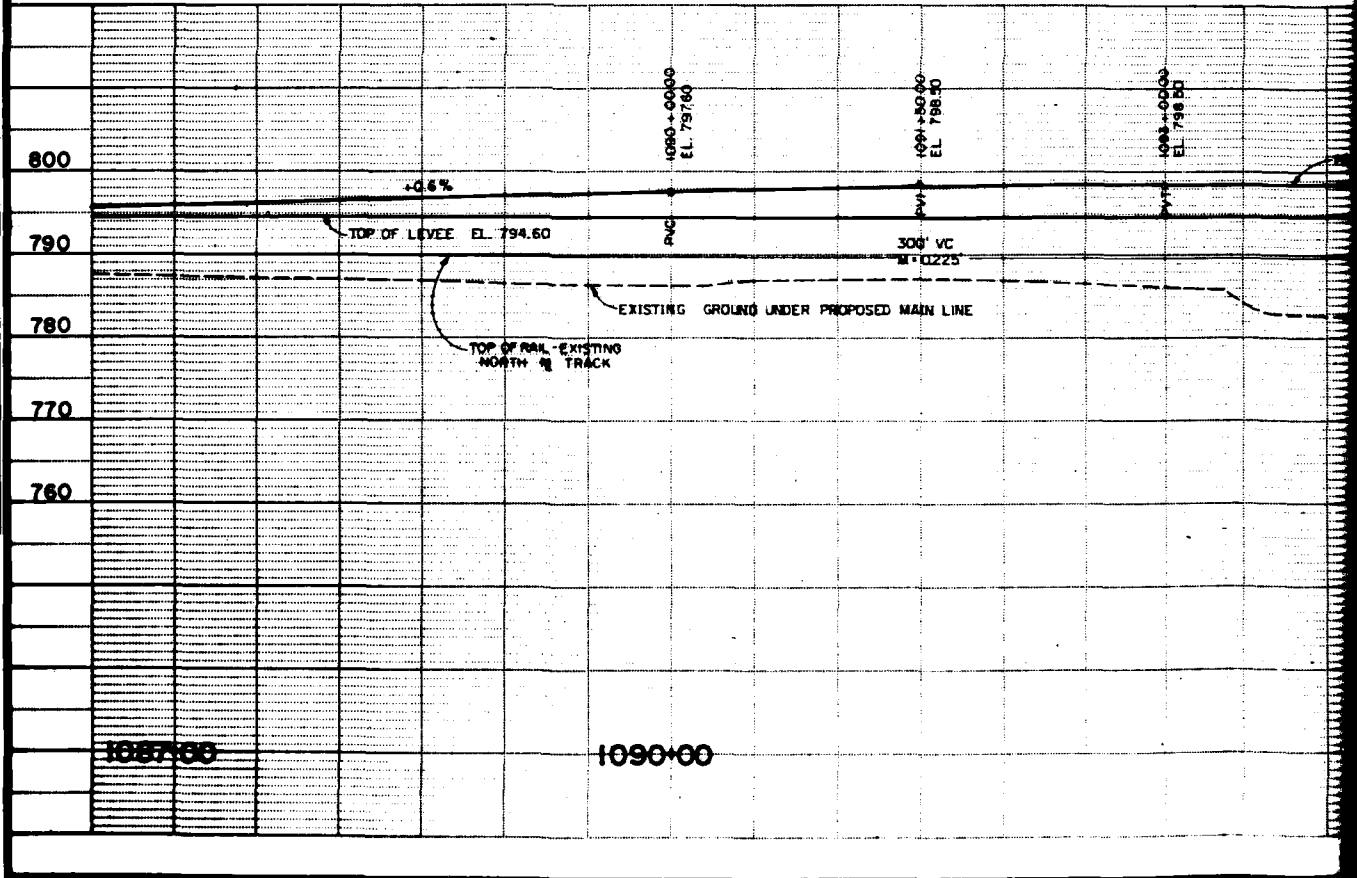
PLATE A-5

2

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DATE	10/1/50
BY	J. E. KELCEY
CHECKED BY	J. E. KELCEY
APPROVED BY	J. E. KELCEY

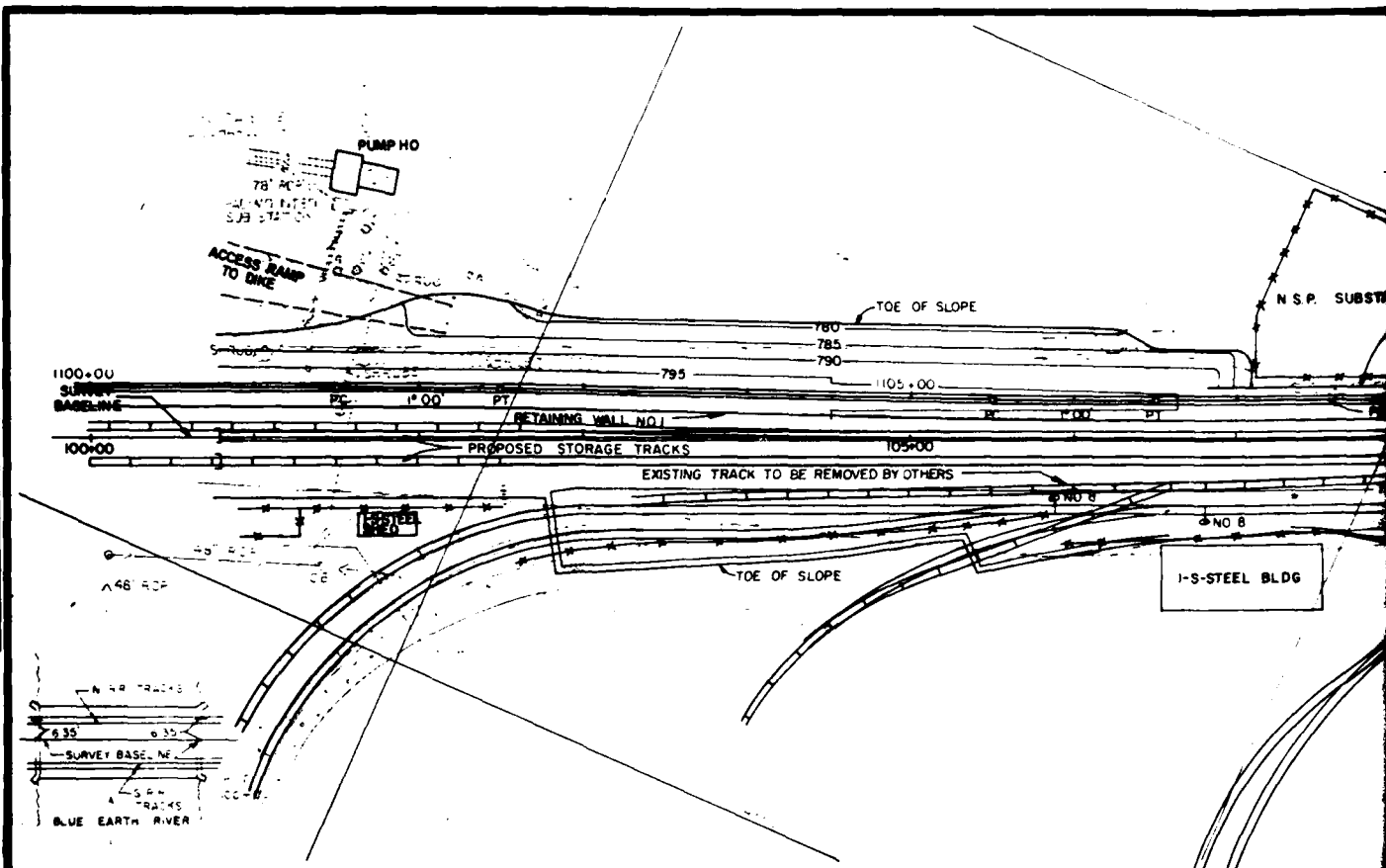


PLAN NO.	100-1000
DATE	10/1/50
BY	J. E. KELCEY
CHECKED BY	J. E. KELCEY
APPROVED BY	J. E. KELCEY

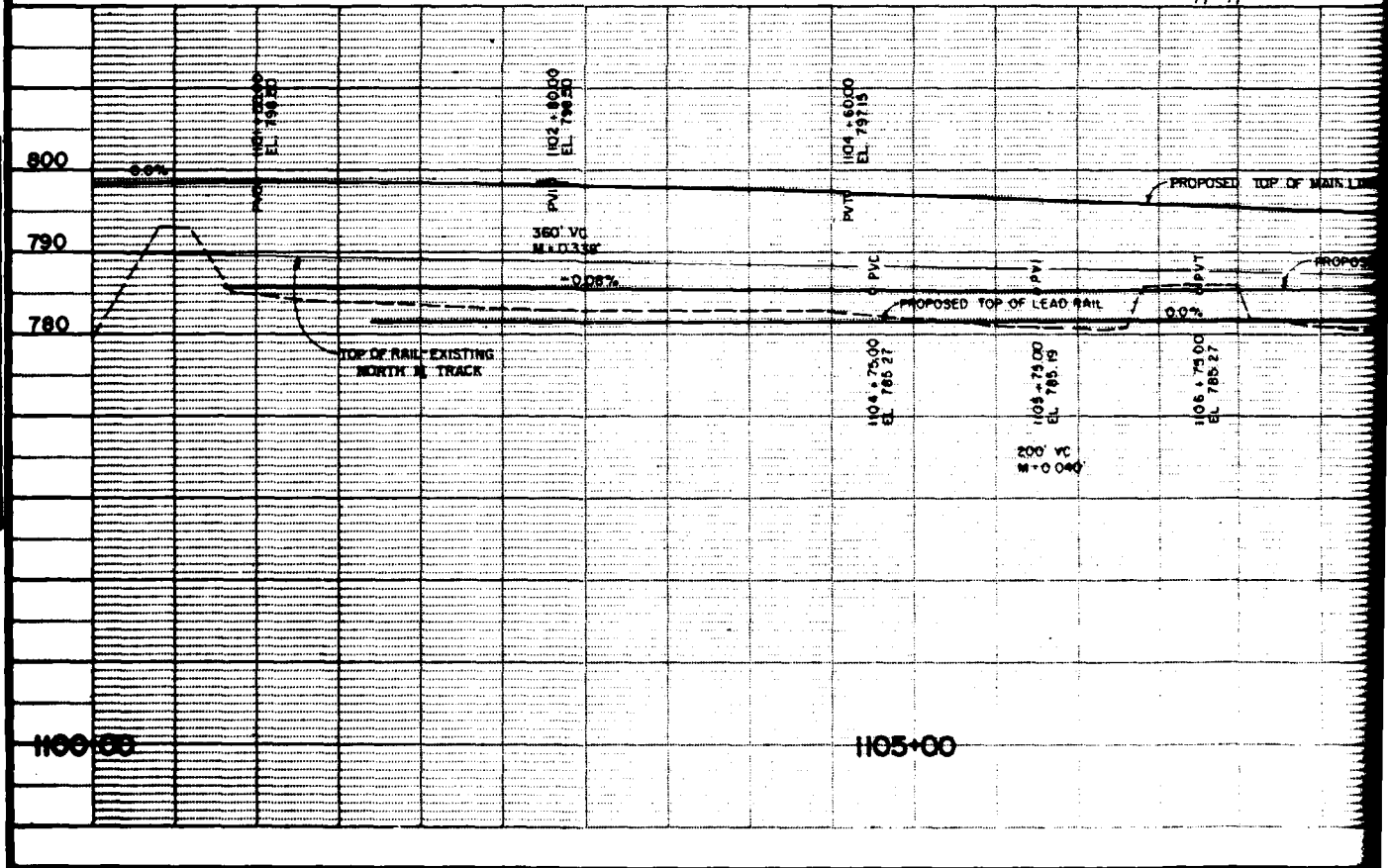


EDWARDS AND KELCEY
ENGINEERS AND CONSULTANTS
MEMPHIS, TENNESSEE

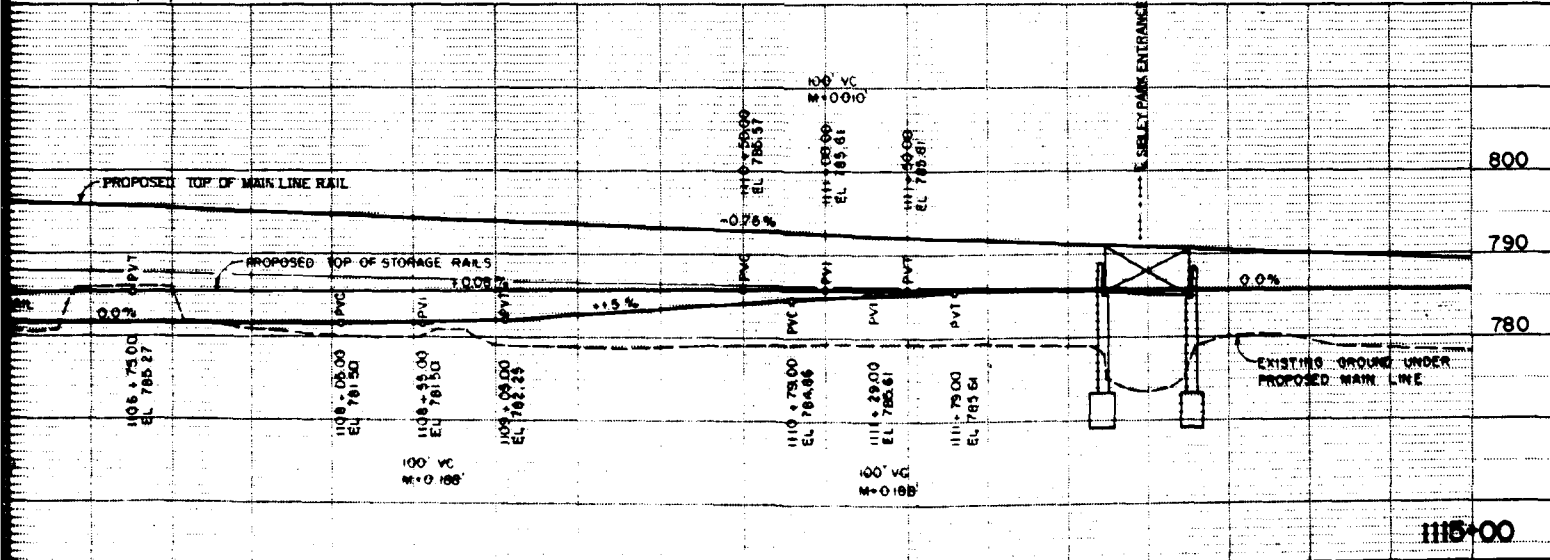
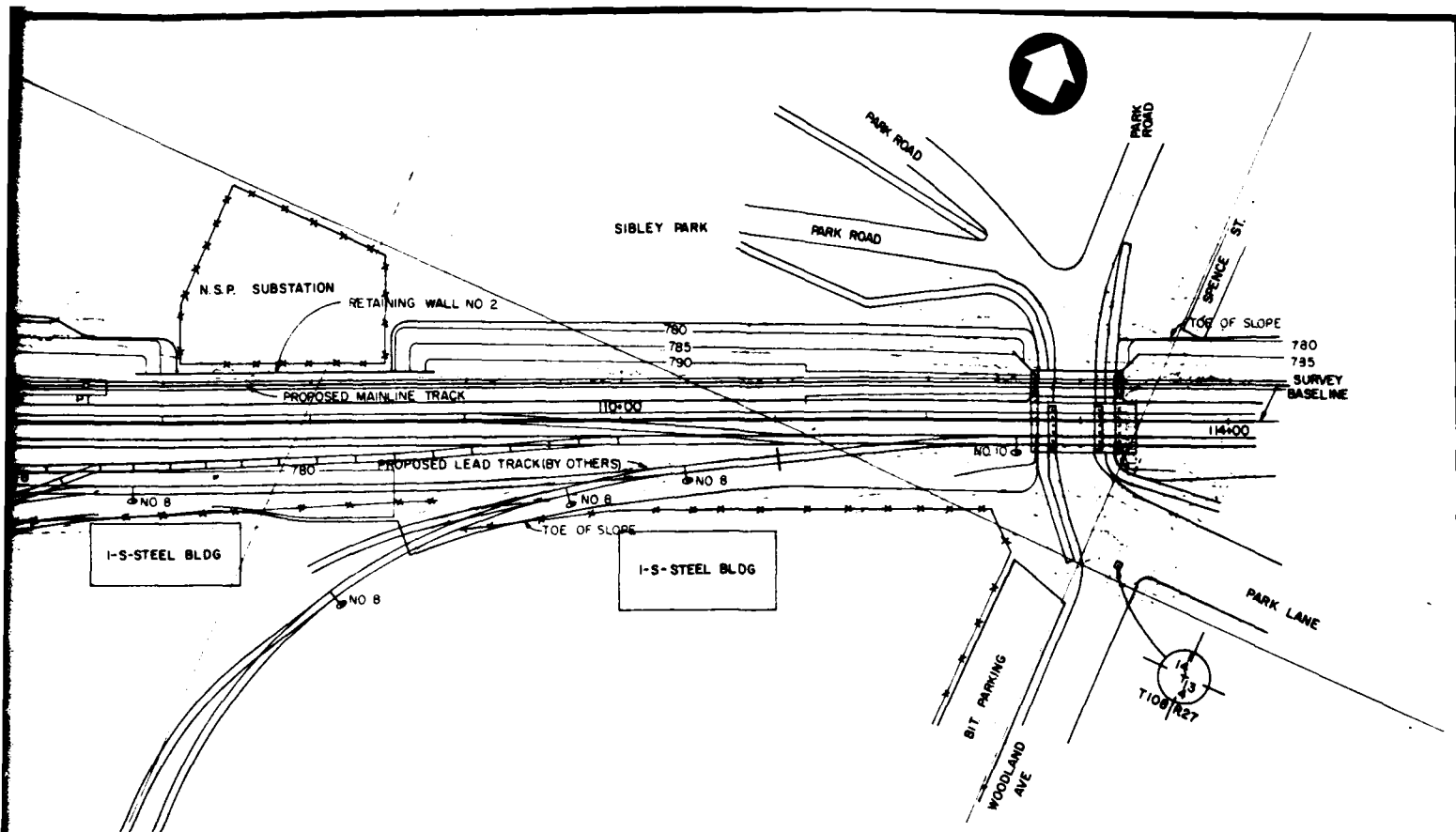
PROPOSED
RAILROAD
CROSSING
OVER
BLUE EARTH RIVER
AND
EXISTING
RAILROAD
TRACKS



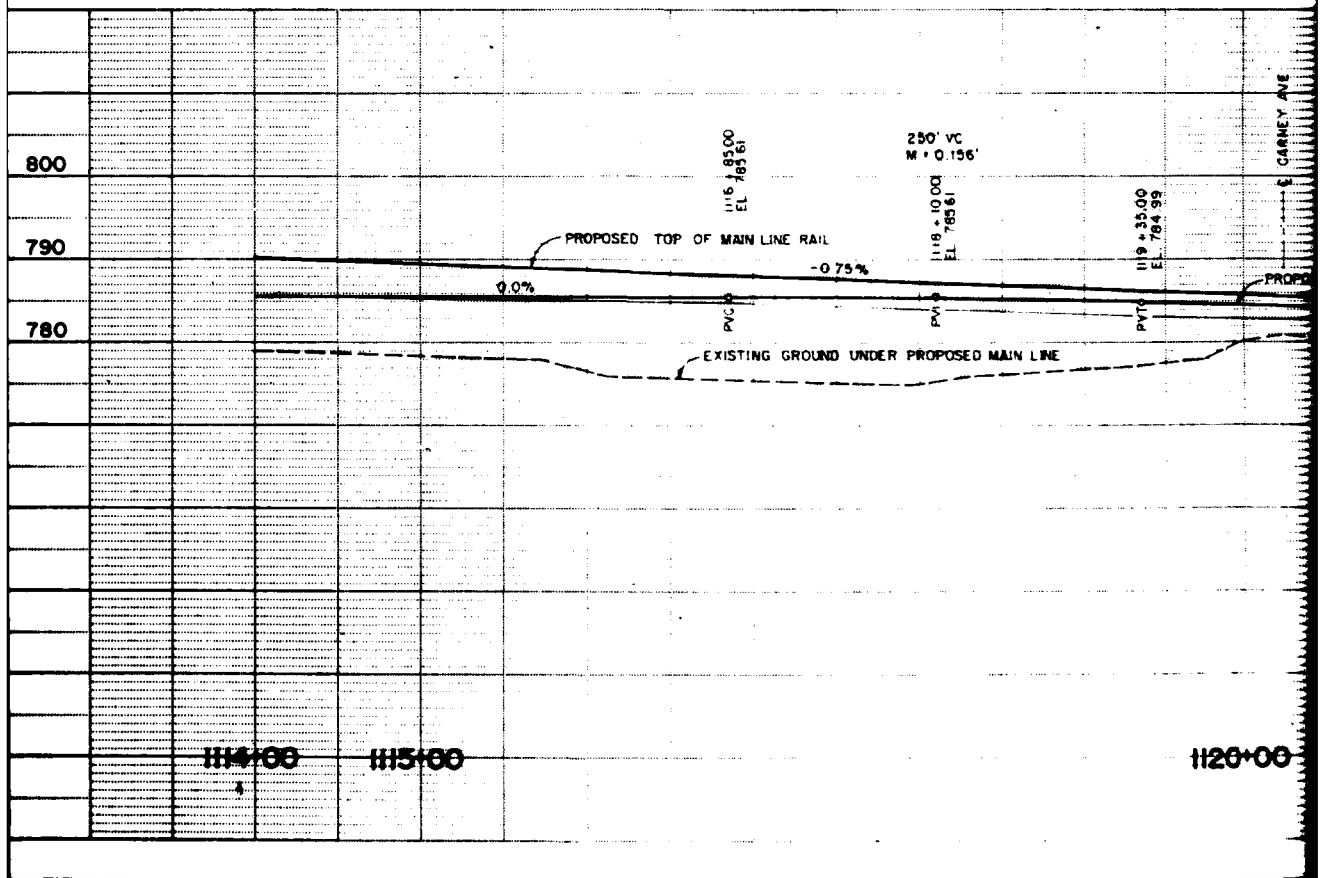
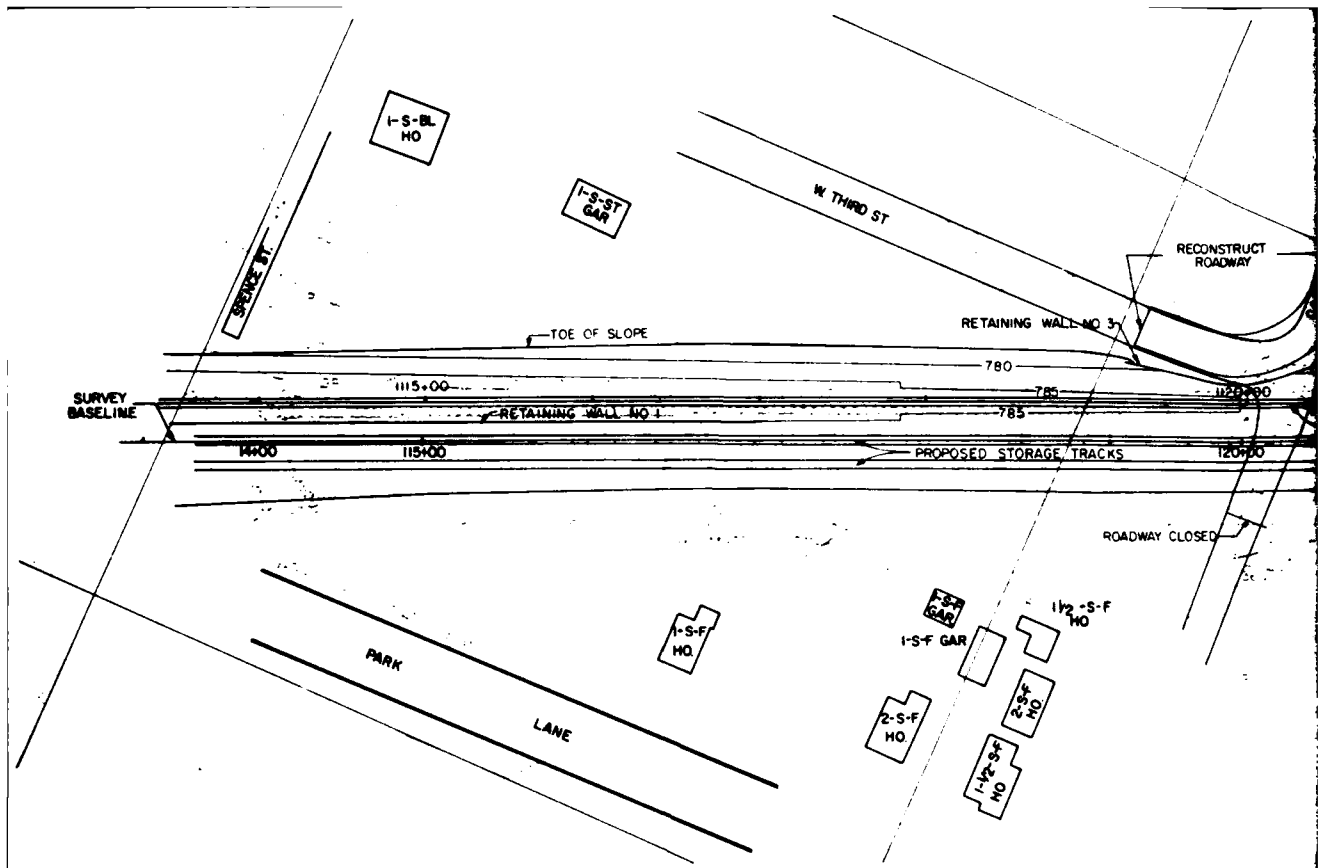
PLAN
VIEW
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PROPOSED
RAILROAD
CROSSING
OVER
BLUE EARTH RIVER
AND
EXISTING
RAILROAD
TRACKS

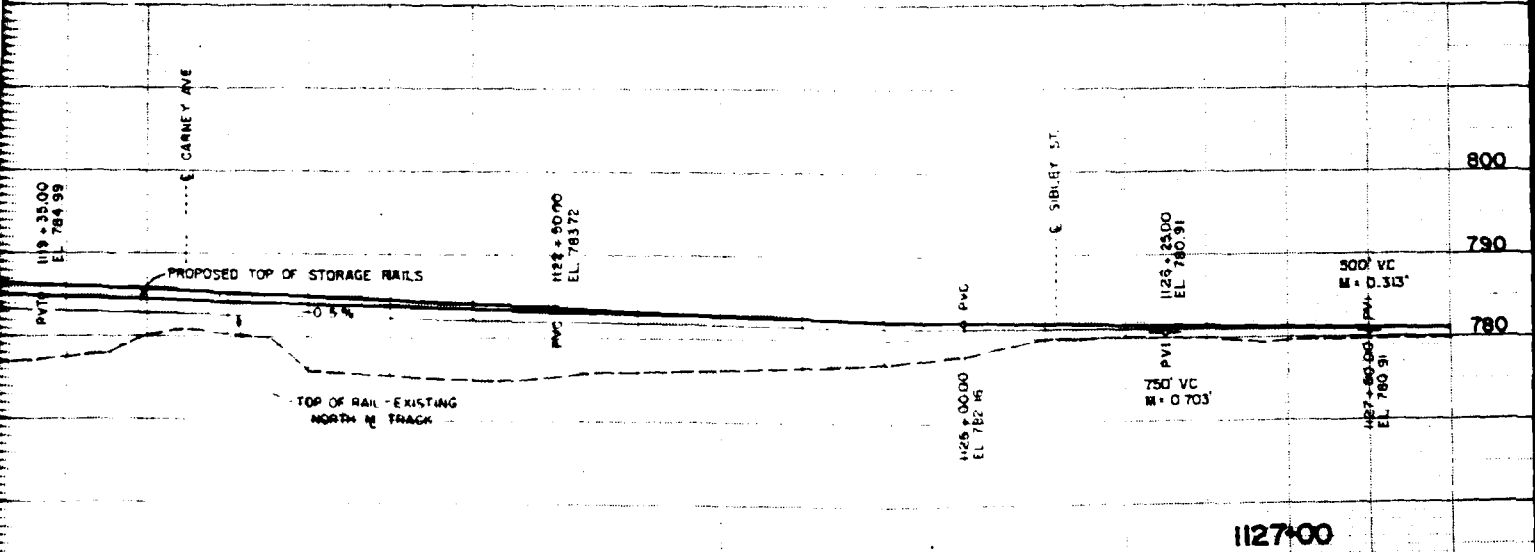
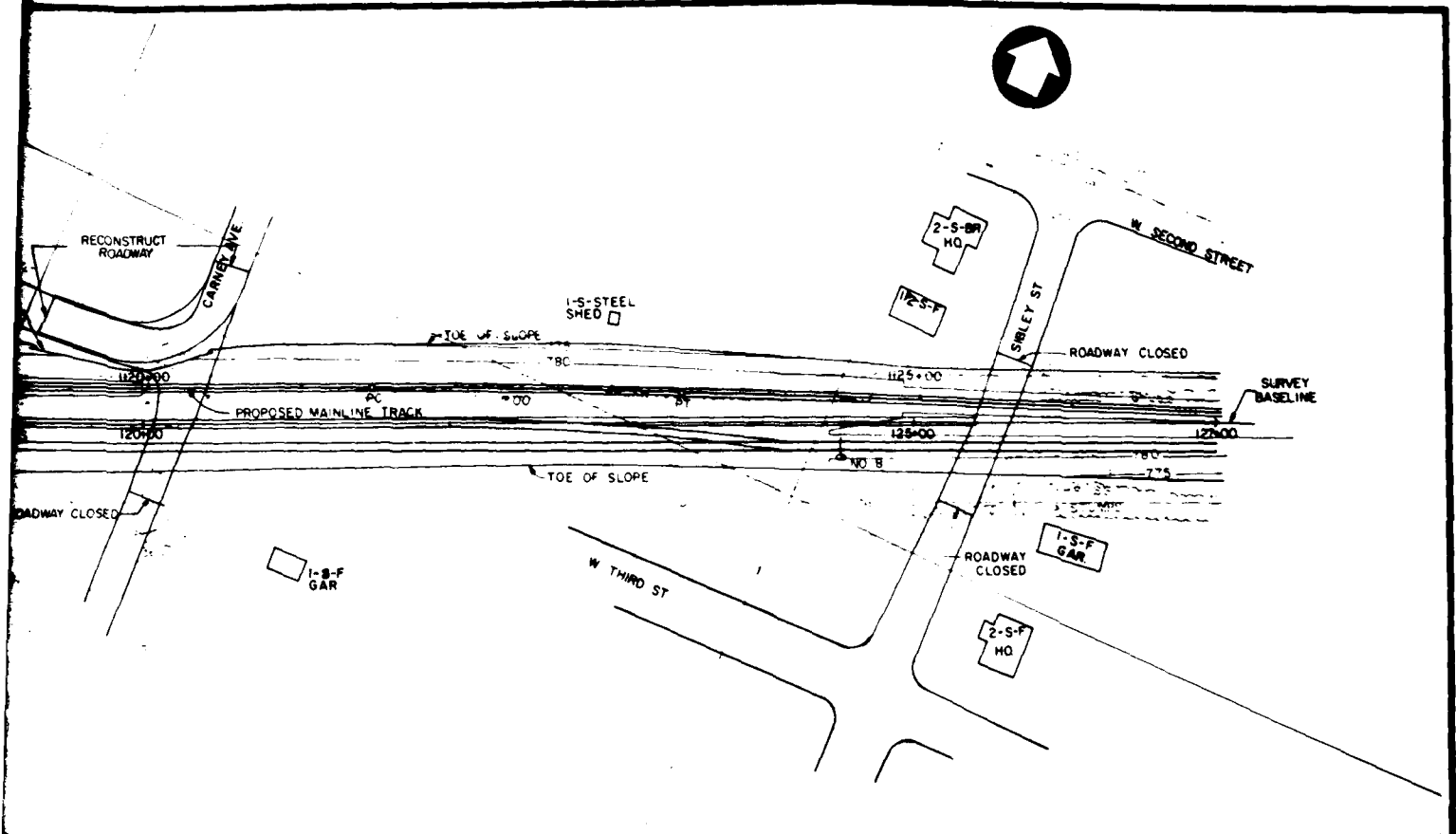


EDWARDS AND KELLEY
ENGINEERS AND ARCHITECTS
MINNEAPOLIS, MINNESOTA



SYMBOL	DESCRIPTION	DATE	APPR.
EDWARDS AND ALLEN INC.	DEPARTMENT OF THE ARMY ST. PAUL DISTRICT, CORPS OF ENGINEERS ST. PAUL, MINNESOTA		
DESIGNED BY TOP	DESIGN MEMORANDUM NO. 8		
DRAWN BY DJR	BRIDGE ALTERATIONS FOR FLOOD CONTROL MINNESOTA RIVER AND BLUE EARTH RIVER MANKATO-NORTH MANKATO-LE MILLER		
CHECKED BY TOP	C & NW T CO OVER BLUE EARTH RIVER		
FILE NAME: BRIDGE	ALIGNMENT PLAN & PROFILE, GRADING	DATE: FEBRUARY, 1983	
DATE: 1983	SCALE: 1" = 40'	BY: [Signature]	
	DRAWING NUMBER M34-R-5/1066		





1120+00

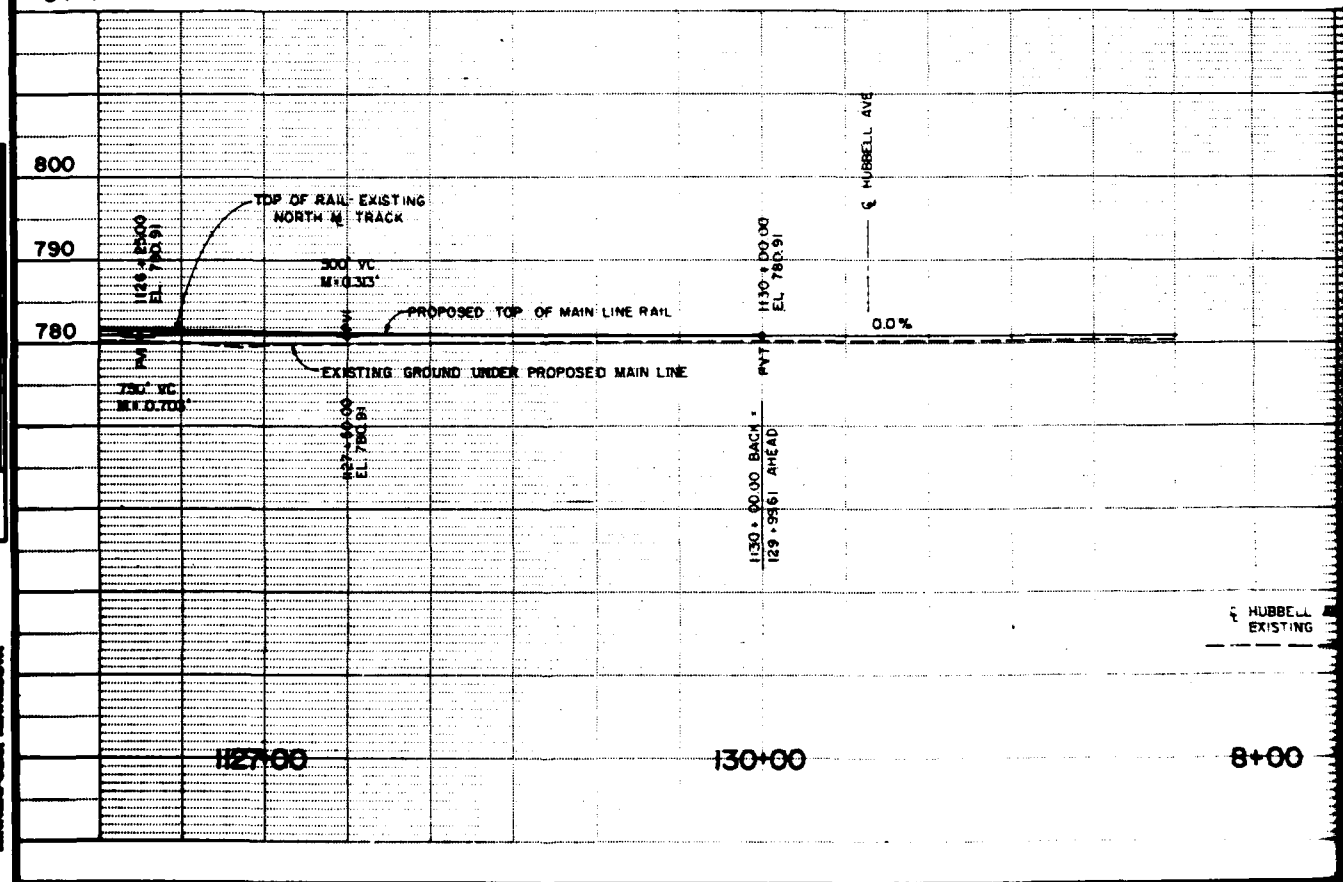
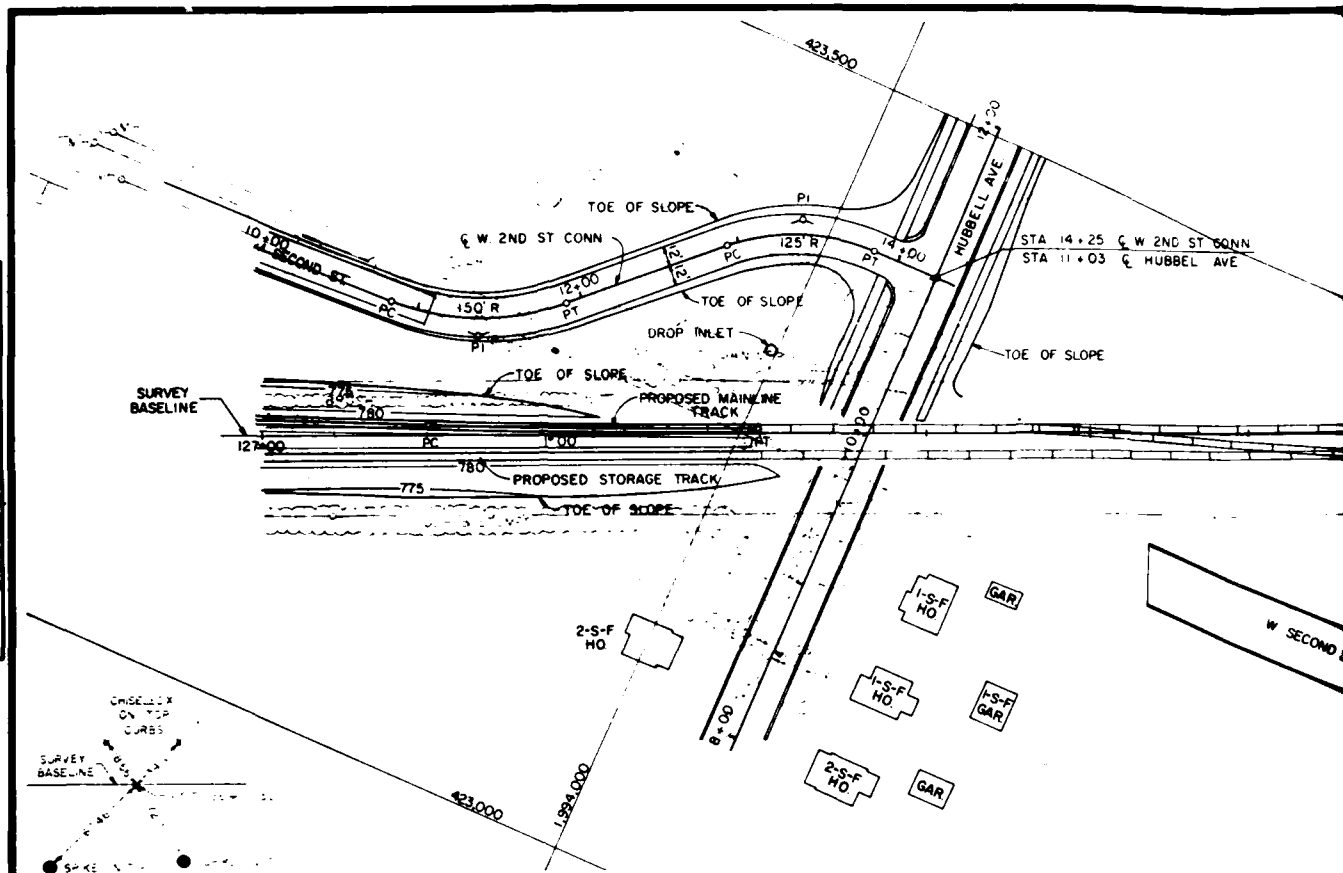
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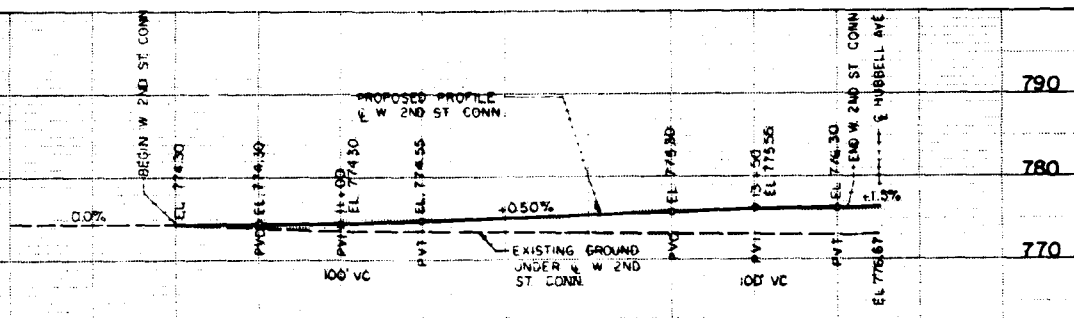
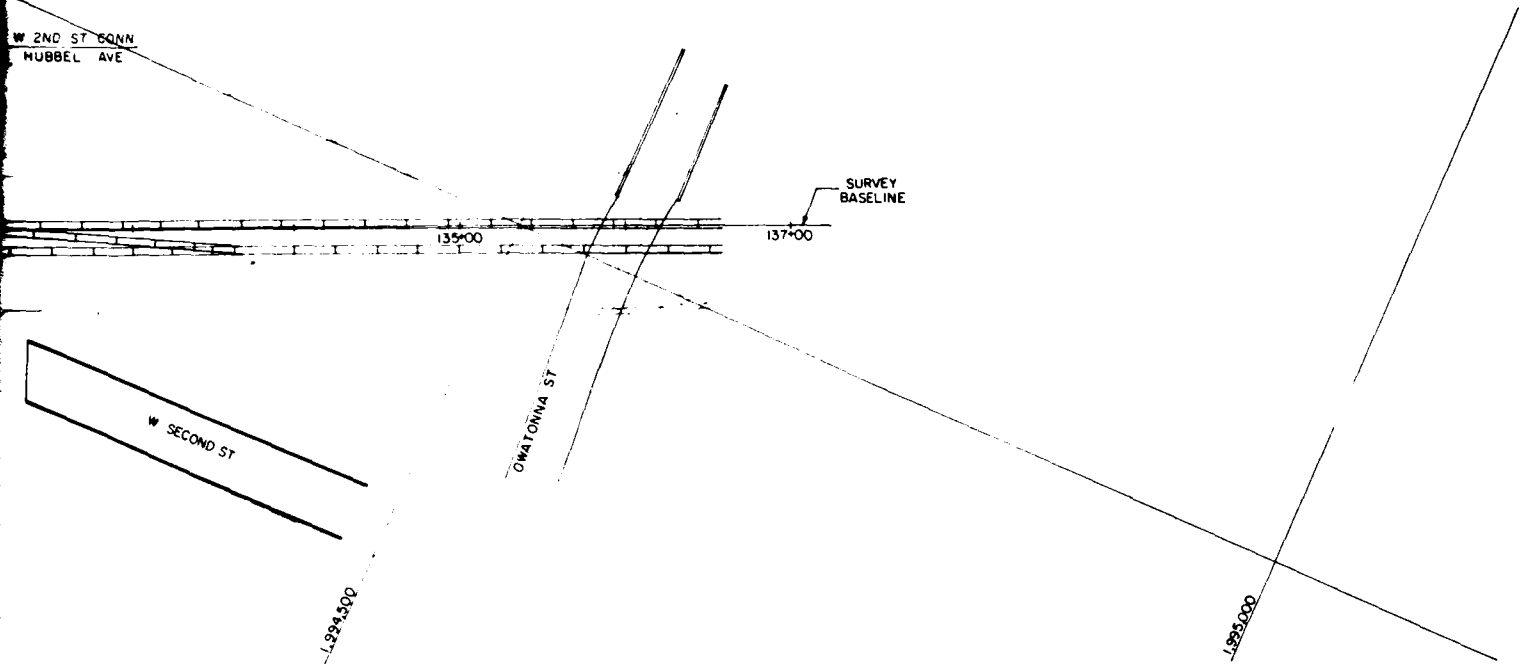
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DESIGNED BY TOP	DESIGN MEMORANDUM NO. 8		
DRAWN BY DJR	BRIDGE ALTERATIONS FOR FLOOD CONTROL		
CHECKED BY TOP	MINNESOTA RIVER AND BLUE EARTH RIVER MANKATO-NORTH MANKATO-LE MILLIER		
	C & NW T CO OVER BLUE EARTH RIVER		
	ALIGNMENT PLAN 8	DATE	
	PROFILE, GRADING	FEBRUARY, 1983	
	SCALE AS SHOWN	SPR. NO.	
	DRAWING NUMBER		
	M34-R-5/1067		

PLATE A-8

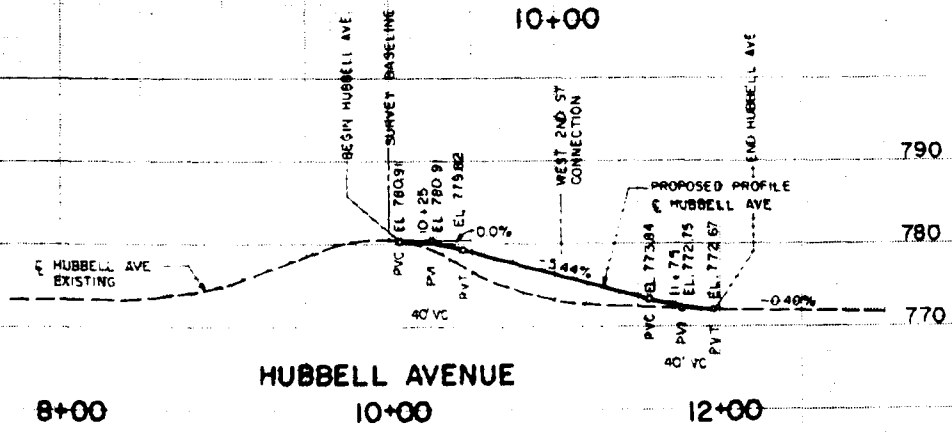
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**EDWARDS AND KELCEY
ENGINEERS AND CONSULTANTS
MINNEAPOLIS, MINNESOTA**



W. 2ND STREET CONNECTION

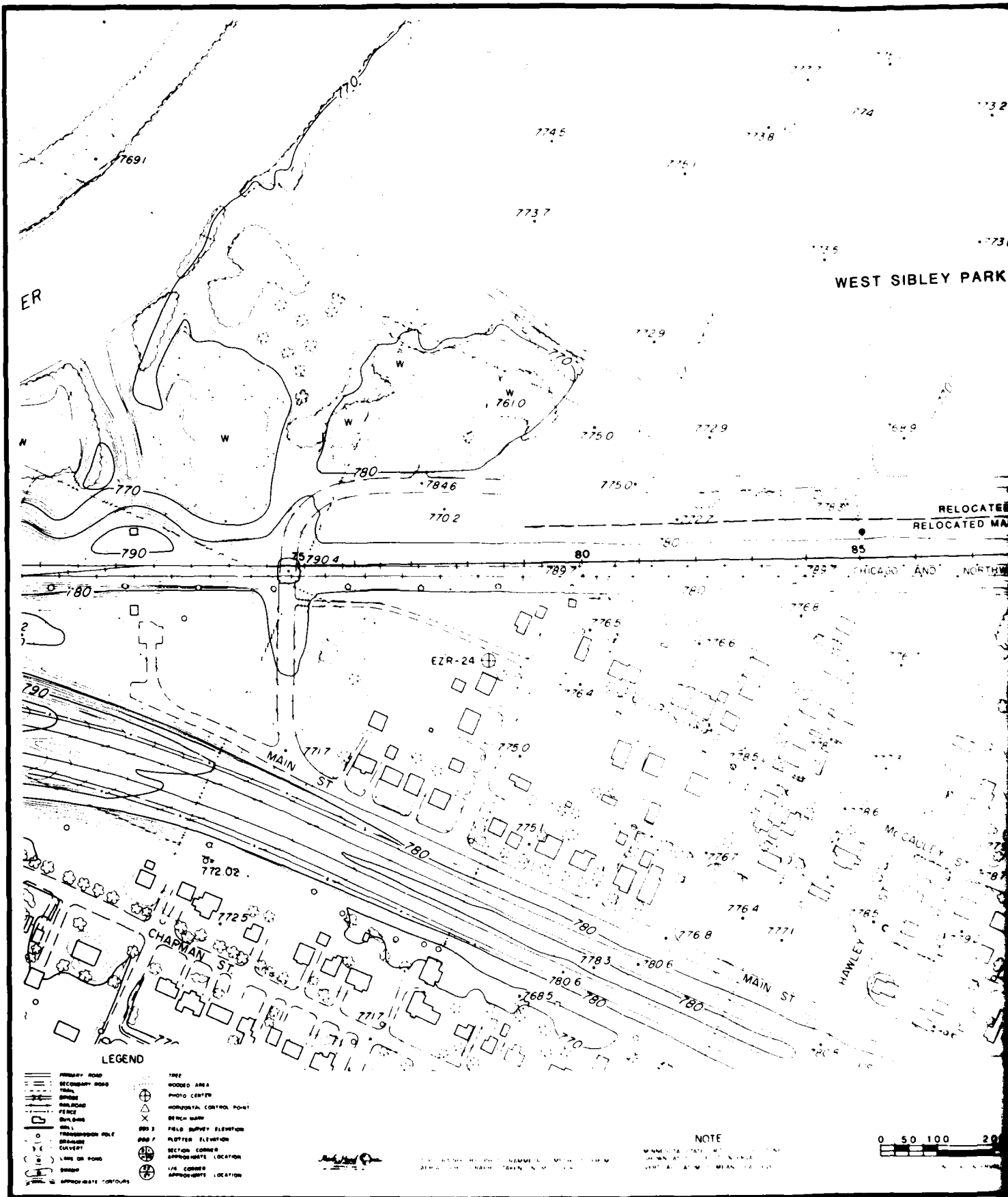


HUBBELL AVENUE



SYMBOL		DESCRIPTION	DATE	APPR.
EDWARDS AND KELLY INC.		DEPARTMENT OF THE ARMY ST. PAUL DISTRICT, CORPS OF ENGINEERS ST. PAUL, MINNESOTA		
DESIGNED BY TOP		DESIGN MEMORANDUM NO. 8		
DRAWN BY DJR		BRIDGE ALTERATIONS FOR FLOOD CONTROL		
CHECKED BY TOP		MINNESOTA RIVER AND BLUE EARTH RIVER MANKATO-NORTH MANKATO-LE HILLIER		
		C & NW T CO OVER BLUE EARTH RIVER		
		ALIGNMENT PLAN & PROFILE, GRADING		DATE FEBRUARY, 1983
		SCALE AS SHOWN		SPEC NO.
		DRAWING NUMBER M34-R-5/1068		

2



WEST SIBLEY PARK

RIVER

EARTH

RELOCATED TRANSMISSION LINES
RELOCATED MAIN TRACK

PEDESTRIAN TRAIL

100

85

90

95

BLUE

HONEYMEAD PRODUCTS COMPANY

0 50 100 200 300 400

I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly registered Professional Engineer under the laws of the State of Minnesota.

SIGNATURE *Wanda A. Homan*

Date *December 1, 1980* Reg. No. *434*

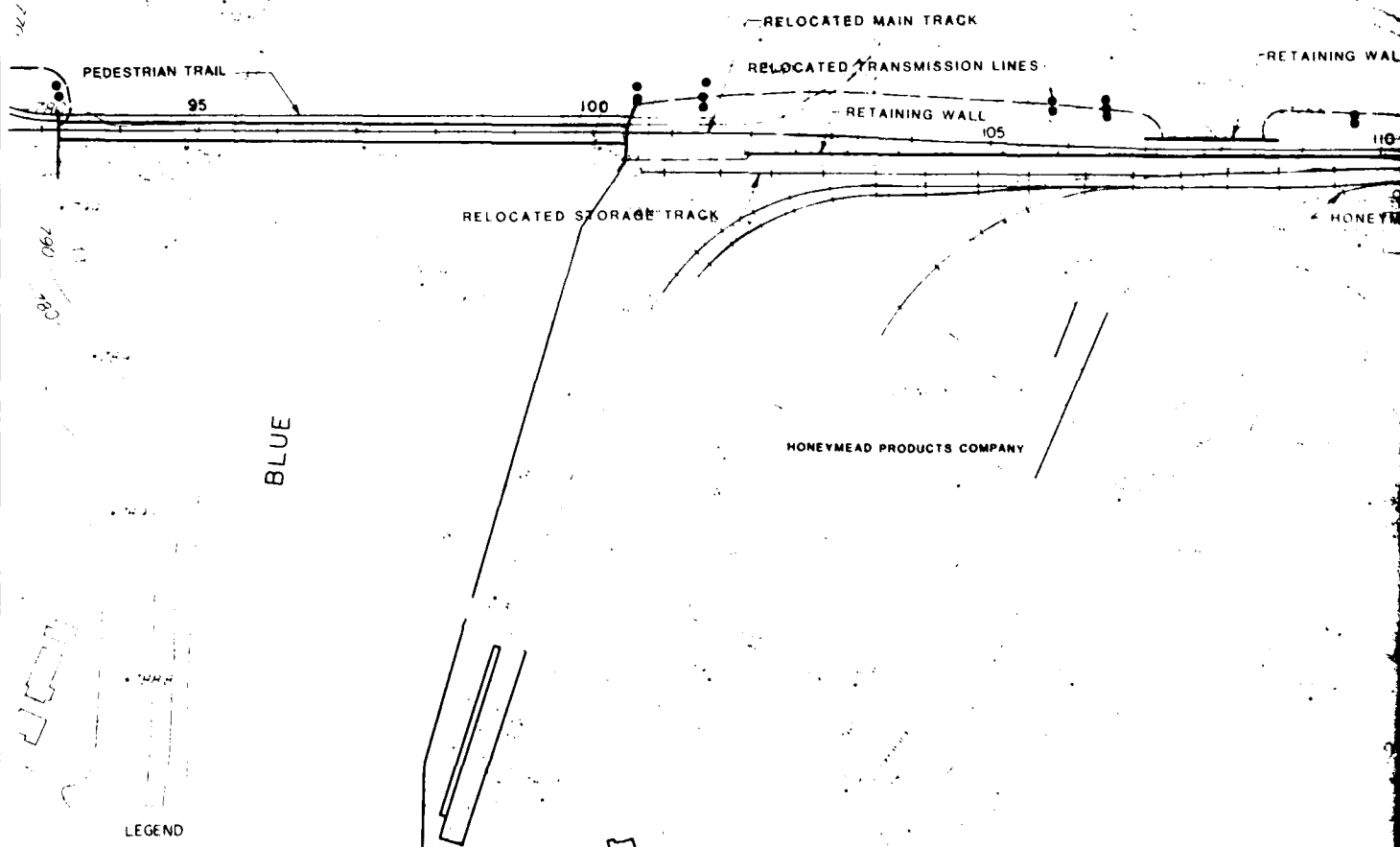
SYMBOL	EDWARDS AND KILPATRICK	DESCRIPTION	DATE	APPR
DESIGNED BY	W.G.H.	DEPARTMENT OF THE ARMY		
DRAWN BY	J.A.W.	ST. PAUL DISTRICT, CORPS OF ENGINEERS		
CHECKED BY	W.G.H.	ST. PAUL, MINNESOTA		
SUBMITTED BY	<i>Wanda A. Homan</i>	DESIGN MEMORANDUM NO. 8		
APPROVED	<i>Wanda A. Homan</i>	BRIDGE ALTERATIONS FOR FLOOD CONTROL		
		MINNESOTA RIVER AND BLUE EARTH RIVER		
		MANKATO NORTH MANKATO LE HILLER		
		C & N.W. T. CO. OVER THE BLUE EARTH RIVER		
		ALT. 4		
			DATE	
			NOVEMBER 1980	
			SCALE	SPEC NO.
			AS SHOWN	
			DRAWING NUMBER	
			SHEET	OF

PLATE A-10

WEST SIBLEY PARK

EARTH RIVER

EAST SIBLEY PARK

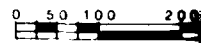


LEGEND

	PRIMARY ROAD		TREE
	SECONDARY ROAD		WETLAND AREA
	TRAIL		POINT CENTER
	BRIDGE		UTILITY POLE
	RAILROAD		BENCH MARK
	FENCE		FIELD SURVEY ELEVATION
	BUILDING		SPOT ELEVATION
	WELL		SECTION CORNER
	TRANSMISSION POLE		APPROXIMATE LOCATION
	DRAINAGE		APPROXIMATE LOCATION
	CULVERT		APPROXIMATE LOCATION
	LAKE OR POND		APPROXIMATE LOCATION
	SWAMP		APPROXIMATE LOCATION
	APPROXIMATE LOCATION		APPROXIMATE LOCATION

NOTE

MANUAL TO STATE MAPS AND PLANS
 - MAPS AND PLANS
 - MAPS AND PLANS



EAST SIBLEY PARK

RETAINING WALL

HONEYMEAD LEAD TRACK

ROADWAY RELOCATED

RELOCATED STORAGE TRACKS

RELOCATED TRANSMISSION LINES

ROADWAY CLOSED

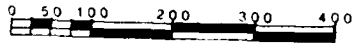
RELOCATED STORAGE TRACK

WOODLAND AVE

CARNEY AVE

W 2ND ST

SIBLEY ST



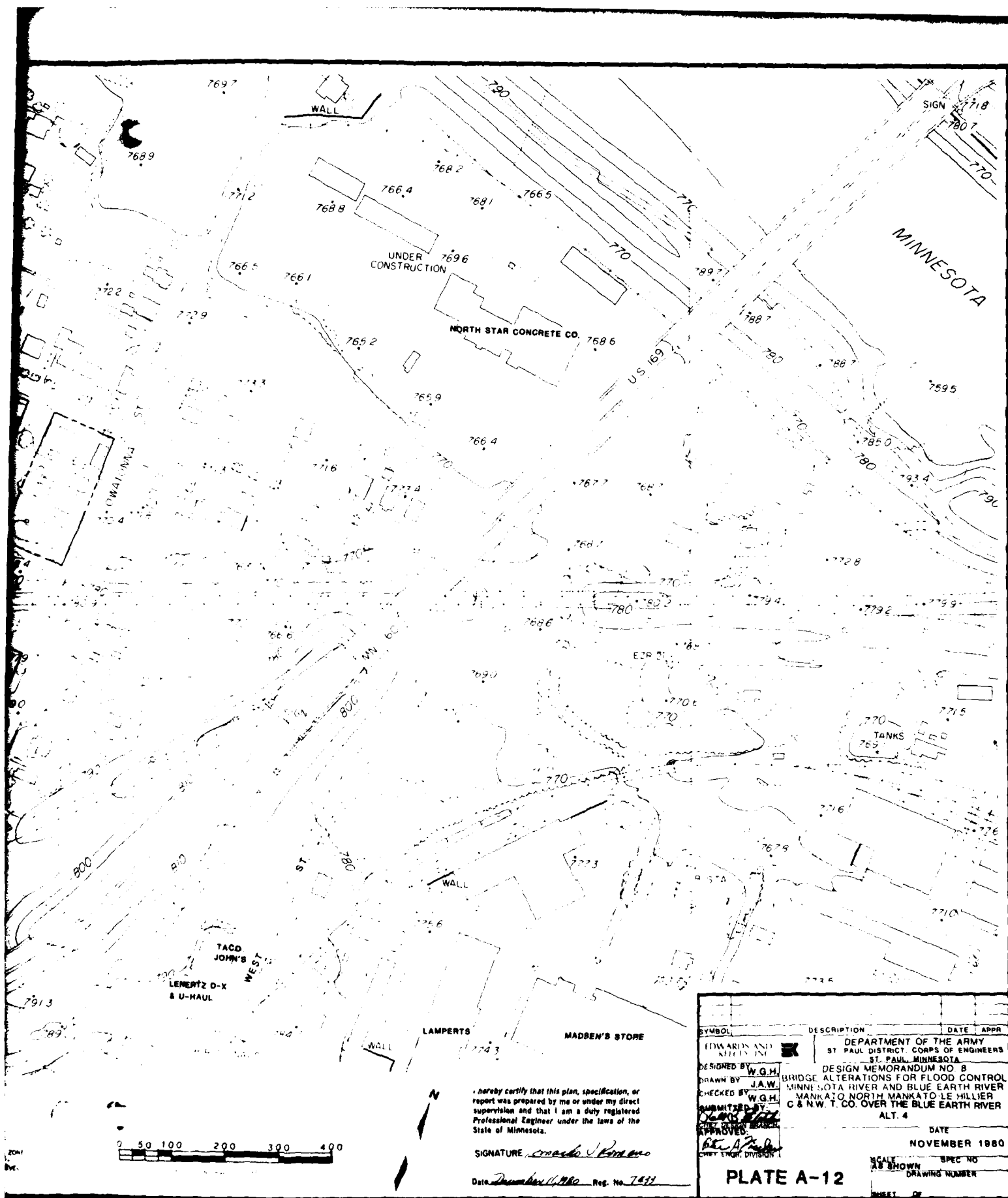
I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly registered Professional Engineer under the laws of the State of Minnesota.

SIGNATURE *John A. Lutz*

Date *December 1, 1980* Reg. No. *7634*

SYMBOL	DESCRIPTION	DATE	APPR
HOWARDS AND ALLEN INC	DEPARTMENT OF THE ARMY ST. PAUL DISTRICT, CORPS OF ENGINEERS ST. PAUL, MINNESOTA		
DESIGNED BY WGH	DESIGN MEMORANDUM NO. 8		
DRAWN BY JAW	BRIDGE ALTERATIONS FOR FLOOD CONTROL		
CHECKED BY WGH	MINNESOTA RIVER AND BLUE EARTH RIVER		
SUBMITTED BY <i>John A. Lutz</i>	MANKATO NORTH MANKATO LE HILLIER		
APPROVED <i>John A. Lutz</i>	C & N.W. T. CO. OVER THE BLUE EARTH RIVER		
	ALT. 4		
		DATE	
		NOVEMBER 1980	
		SCALE	SPEC NO.
		AS SHOWN	DRAWING NUMBER
		SHEET	OF

PLATE A-11



I hereby certify that this plan, specification, or report was prepared by me or under my direct supervision and that I am a duly registered Professional Engineer under the laws of the State of Minnesota.

SIGNATURE *Charles J. Kohn*

Date *December 14, 1980* Reg. No. *7411*

SYMBOL	DESCRIPTION	DATE	APPR
EDWARDS AND	DEPARTMENT OF THE ARMY		
ADVIS INC	ST. PAUL DISTRICT, CORPS OF ENGINEERS		
DESIGNED BY <i>W.G.H.</i>	ST. PAUL, MINNESOTA		
DRAWN BY <i>J.A.W.</i>	DESIGN MEMORANDUM NO. 8		
CHECKED BY <i>W.G.H.</i>	BRIDGE ALTERATIONS FOR FLOOD CONTROL		
SUBMITTED BY <i>Charles J. Kohn</i>	MINNESOTA RIVER AND BLUE EARTH RIVER		
APPROVED <i>Charles J. Kohn</i>	MANKATO NORTH MANKATO-LE HILLER		
	C & N.W. T. CO. OVER THE BLUE EARTH RIVER		
	ALT. 4		
	DATE		
	NOVEMBER 1980		
	SCALE		
	AS SHOWN		
	DRAWING NUMBER		
	SHEET OF		

PLATE A-12

**FLOOD CONTROL
MINNESOTA RIVER, MINNESOTA
MANKATO-NORTH MANKATO-LE HILLIER**

**FINAL SUPPLEMENT II TO THE FINAL
ENVIRONMENTAL IMPACT STATEMENT
FOR
BRIDGE RELOCATIONS**

**CHICAGO AND NORTH WESTERN TRANSPORTATION COMPANY
OVER BLUE EARTH RIVER BETWEEN
MANKATO AND LE HILLIER**

**APPENDIX B
PUBLIC VIEWS AND RESPONSES**

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APPENDIX B

PUBLIC VIEWS AND RESPONSES

INTRODUCTION

B.1 The views of the public were actively solicited throughout the study. Individuals, groups, civic organizations, and governmental agencies were brought into the study process through a broadly based public information program.

B.2 Specific elements of the program included:

- a. Information office
- b. Period newsletters
- c. News media coverage
- d. Public information meetings
- e. Interviews with citizens directly affected by potential property acquisitions
- f. Presentations to interested civic organizations
- g. Workshops for City Councils and other city government, Minnesota Department of Transportation (Mn/DOT), and Corps of Engineers (COE) staff.
- h. Review and comment on the draft supplement to the FEIS.
- i. Public Hearing.

B.3 The overall public information program covered the entire project. i.e., the three separate bridge locations. This appendix covers in detail the Chicago and North Western Transportation Company (CNW) bridges over the Blue Earth River between Mankato and Le Hillier, and a general description of the overall public participation process of the entire study.

B.4 Interagency coordination was accomplished through written correspondence and briefings. This procedure established a cooperative working relationship between the several public and private agencies having direct responsibilities in the study area. Copies of correspondence exchanged are included in the Communications section below.

PUBLIC INFORMATION PROGRAM

Information Office

B.5 A public information office was maintained at 209 South Second Street, Room 208, Northwestern Office Building, Mankato for a period of 44 weeks, from September 1978 through July 1979. It was open again during the period in which the public hearing (2 June 1983) was held.

B.6 This office was staffed with a full-time secretary and a part-time information officer. The information officer, in addition to answering questions directed to the office, attended civic meetings and made presentations to various boards and committees; was interviewed by newspapers, radio and TV; provided news releases; and participated in the public information meetings. The log of his meetings and news media contacts is given on Table B-1.

B.7 Current and up-to-date plans were available at the office for public use. The office also distributed the newsletters and maintained a mailing list. It also logged in all project-related phone calls and visits, which included 87 telephone calls and 158 office visits. The most frequent inquiries were made by individuals who were directly affected. The log of these inquiries is on file at the Corps of Engineers, St. Paul District Office.

TABLE B-1
LOG OF MEETING AND NEWS MEDIA CONTACTS
BRIDGE RELOCATION INFORMATION CENTER

<u>October 1978</u>		<u>Time</u>
10	Blue Earth County Board Meeting	9:00 a.m.
	Mankato City Council Meeting	7:00 p.m.
	South Bend Township Board Meeting	8:00 p.m.
13	Coffee Break Program KEYC-TV	9:15 a.m.
16	North Mankato City Council Meeting	7:00 p.m.
	Taped conversation with KEEZ-FM radio, next day broadcast (17th)	
19	Discussion with reporter of Mankato Free Press	--
	Calls from Free Press on traffic study	
23	Nicollet County Board Meeting	9:00 a.m.
<u>November</u>		
1	City of Mankato Personnel Meeting	9:00 a.m.
6	South Bend Township Board Meeting	8:00 p.m.
13	Tape recording by KEEZ-FM radio	--
14	Tape recording by KYSM-AM radio	--

<u>November (Cont.)</u>		<u>Time</u>
15	Public Information Meeting (Regional Library)	--
16	Reporter from Mankato Free Press	--
30	Reporter from KEYC-TV - taped	--
 <u>December</u>		
6	Meeting with Mn/DOT (Mankato)	--
18	Meeting with Mn/DOT (St. Paul)	--
 <u>January 1979</u>		
2	Interview with KEYC-TV	--
3	Informational Meeting (Roosevelt School)	--
4	Reporter for KYSM-AM radio - taped	--
15	Free Press reporter	--
19	Mankato Chamber of Commerce Transportation Committee Meeting	--
22	Reporter for KEEZ-FM radio - taped	--
24	Informational meeting (North Mankato Jr. High)	--
29	Consultant Wetmore explaining Main Street alternatives to dinner meeting of combined city councils of Mankato and North Mankato	--
 <u>February</u>		
13	Meeting at Corps Office in St. Paul	--
14	Meeting at Mn/DOT (Mankato)	--
16	Chamber of Commerce Transportation Committee Meeting	--
28	Presentation to Exchange Club (Century Club, North Mankato)	12:00 noon

<u>March</u>		<u>Time</u>
16	Chamber of Commerce Transportation Committee Meeting	--
 <u>April</u>		
4	Consultant presentation at Regional Law Enforcement Center (Mankato) attended by staff personnel from Corps, Mn/DOT Central and District Offices, Cities of Mankato and North Mankato, Federal Highway Administration (FHWA), CNW, and Honeymead Company.	--
18	Reporter from KEEZ-FM radio - taped	--
20	Chamber of Commerce Transportation Committee Meeting	--
 <u>May</u>		
6	Radio stations calling about Saturday's meeting with the City Councilors	--
24	KEYC-TV program - On Air Live	9:30 a.m.
25	Chamber of Commerce Transportation Committee Meeting	10-12 a.m.
30	Informational Meeting (Roosevelt School)	--
31	Informational Meeting (West High)	--
 <u>June</u>		
15	Chamber of Commerce Transportation Committee Meeting	10-12 a.m.
18	Kiwanis Club noon meeting	
 <u>July</u>		
20	Chamber of Commerce Transportation Committee Meeting	10-12 a.m.

Newsletters

B.8 Five project newsletters were mailed to approximately 2,100 individuals, organizations and agencies. Approximately 100 additional copies were distributed and made available at the information office, public libraries, and city halls. The first newsletter was mailed in November 1978, the second in December 1978 and the third in May 1979. The fourth was sent in November 1979. The fifth was mailed in May 1981 prior to the public hearing. All were mailed or distributed at least one week in advance of the public information meeting dates. Copies of each newsletter are included in the Communication section of this appendix.

Media Coverage

B.9 In addition to the 10 radio and TV events in which the information officer participated, extensive coverage was given the project by the Mankato Free Press. The majority of this coverage, however, centered on issues, concerning the Main Street bridge. Copies of these articles are included under the Communications section. A list of area-wide news media is given in Table B-2.

Public Information Meetings

B.10 Three public information meetings were held. Approximately 85 persons attended the first meeting, which was held on 15 November 1978, at the Minnesota Valley Regional Library, Mankato. At this meeting the project goals and objectives were presented along with background information leading up to the project study. The scope of work to be performed was provided regarding the flood protection project requiring major alterations of existing conditions at the bridge sites. The initial concerns and attitudes of those attending were heard and recorded for later use. The dominant concern of this meeting had to do with the location and site of the Main Street Bridge replacement, and the corridor width to be studied at the TH 169/60 site over the Blue Earth River.

TABLE B-2. NEWS MEDIA

Blue Earth County

MANKATO FREE PRESS
418 South Second Street
Mankato, MN 56001
(625-4458)

KEEZ-FM RADIO
227 East Main
Mankato, MN 56001
(345-4646)

Nicollet County

KYSM AM-FM RADIO
1807 Lee Blvd.
North Mankato, MN 56001
(345-4673)

KEYC-TV
1570 Lookout Drive
North Mankato, MN 56001
(387-7905)

TABLE B-2 (Cont'd.)

Blue Earth County

KTOE RADIO
Highway #14 East
P. O. Box 1420
Mankato, MN 56001
(345-4537)

MSU REPORTER
Box 38 - Student Union
Mankato State University
Mankato, MN 56001
(389-1776)

Nicollet County

ST. PETER HERALD
311 South Minnesota Avenue
St. Peter, MN 56082
(931-4520)

KRBI RADIO
1031 Grace Street
St. Peter, MN 56082
(931-3220)

B.11 The second meeting pertaining to the CNW over the Blue Earth River was held on 3 January 1979 at Roosevelt Elementary School. About 80 people attended this meeting. During this meeting all the alternatives that had been developed to date were presented and comments on each of the alternatives were recorded. Concern was voiced regarding changes in street patterns, the effects of the proposed alterations on noise, property acquisition and relocation costs, traffic problems, school children's crossings, property acquisitions, and the responsibility for final decisions.

B.12 The third meeting, attended by about 80 people, was held at Roosevelt School on 30 May 1979. At the time of this meeting the proposed alternatives had been narrowed to three (2A, 3B and 4). These were presented in detail along with summaries of the impacts of each. At this meeting concerns were voiced about noise coming from the proposed elevated and alterations of TH 169/60. Other issues voiced were about right-of-way acquisition and relocation procedures. Concern was also expressed about the street closings and changes under the various railroad alternatives. Copies of the transcripts of these meetings are on file in the Corps of Engineers, St. Paul District Office and copies of the information handouts for the 15 November 1978 and 24 January 1979 meetings are given under Communications section. Additional copies of the third newsletter were available for information at the 30 May meeting. A final newsletter on the CNW Railroad bridges was distributed in May 1981, before the public hearing. This newsletter presented Alternative 3B as the selected plan, and invited comments on the draft supplement and attendance at the public hearing. The public hearing was held on 2 June 1981. Discussions at the public hearing centered around two project features: the relocated Woodland Avenue underpass and the proposed pedestrian underpass at Sibley Street. Hearing attendees opposed construction of a new Woodland Avenue underpass because of expected increases in traffic traveling through the neighborhood to and from Sibley Park. Local residents also supported a pedestrian underpass at Sibley Street, primarily to provide safe crossing of the railroad tracks for school children.

Interviews with Citizens Directly Affected by Potential Property Acquisitions

B.13 In conjunction with the evaluation of social impacts, relocations, and right-of-way costs, the owner or renter of every property affected by a potential property acquisition was contacted either in person or by telephone. This process afforded the opportunity to inform these people about the project and to hear their concerns directly and individually. A few, particularly owners of commercial property, were interviewed several times during the course of the study.

Presentations to Interested Civic Organizations

B.14 The information officer made presentations to the Mankato Chamber of Commerce Transportation Committee, the Exchange Club, and the Kiwanis Club as indicated in the log of his contacts.

INTERAGENCY COORDINATION

B.15 The Minnesota Department of Transportation, the City of Mankato, the Minnesota Historical Society, and the Chicago and North Western Transportation Company were contributors and participants to this study. Coordination with other agencies are described below.

State and Federal Agencies

B.16 All State and Federal agencies having an interest in the project were contacted early in the study by letter with a request to designate a liaison person. Those designated and copies of replies received are included under Communications section.

B.17 On 13 February 1979, the consultants' study team and the Corps staff presented two briefings to State and Federal agencies on the project progress, project setting, environmental concerns, and the Stage 2 alternatives being considered for study. During these briefings no State or Federal representative expressed any concern beyond those presented. Agencies represented at these briefings are listed in Table B-3. In addition to these direct contacts, all agencies were kept informed by the periodic newsletters.

TABLE B-3
ATTENDANCE AT STATE AND FEDERAL AGENCY BRIEFINGS
13 February 1979

Minnesota

Department of Transportation, Highways
Department of Transportation, Railroad Operations
Pollution Control Agency
Department of Agriculture
Water Resources Board
Department of Economic Development
Department of Health

United States

Environmental Protection Agency
Department of Interior, Geological Survey
Department of Interior, Fish and Wildlife Service
Department of Agriculture, Soil Conservation Service
Department of Commerce, Economic Development Administration
Department of Housing and Urban Development

Counties and South Bend Township

B.18 The boards of Blue Earth and Nicollet Counties and South Bend Township (Le Hillier) were kept informed of the study through the periodic newsletter and through presentations to the boards by the project information officer.

Others

B.19 All of the private utility companies in the area were informed of the project and also participated in providing information on their plant and in estimating the costs of adjustments.

The companies contacted were:

Northwestern Bell Telephone Co.
215 E. Hickory
Mankato, MN 56001

Minnegasco
2400 N. Front St.
Mankato, MN 56001

Northern States Power Co.
2nd and Lime Streets
Mankato, MN 56001

Interstate Power Co.
Amboy, MN 56010

Mid-Communications, Inc.
221 E. Hickory
Mankato, MN 56001

Mankato Citizens
Telephone Co.
221 E. Hickory
Mankato, MN 56001

Minnesota C.A.T.V., Inc.
228 S. Front Street
Mankato, MN 56001

COMMENTS AND RESPONSES

B.20 Copies of comments received and responses thereto are given under the Communications section below.

COMMUNICATIONS

B.21 Copies of newsletters, correspondence exchanges, news clippings, and a list of State and Federal agency contacts follow.

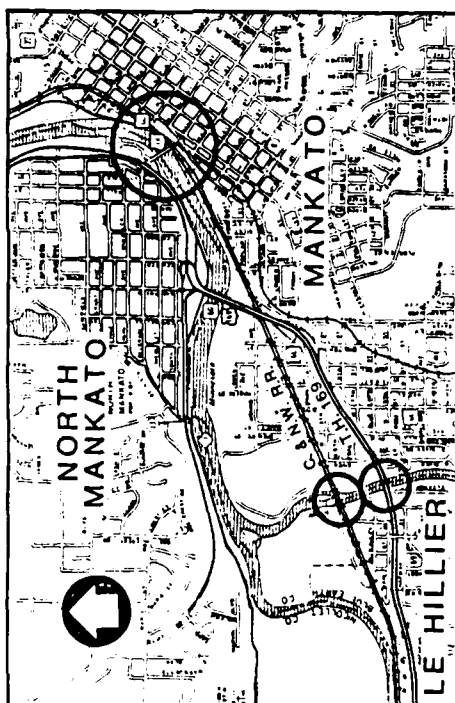
NEWSLETTERS

B-11

Bridge Relocation

November, 1978

Number 1, Mankato - N. Mankato - LeHillier



LOCATION: The circled sections show the three study areas under consideration for the bridge relocation and alteration study.

Bridge Relocation Study Begins

The St. Paul District Corps of Engineers has announced the start of a comprehensive study to determine the best location for a new Main Street Bridge over the Minnesota River; the replacement or raising of the two Trunk Highway 169 Bridges over the

Blue Earth River; and the two Chicago and North Western Transportation Co. Bridges over the Blue Earth River. All bridges must be raised or replaced to provide adequate channel capacity for flood control.

Bridge Relocation Newsletter

REMINDER

To encourage early and continuing community participation, a public meeting has been scheduled for:

- November 15, 1978, 7:30 P.M.
- Minnesota Valley Regional Library.
- Front & Main Streets, Mankato.

Please join us so that your ideas and concerns can be included in the initial planning stages of this project.

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Information Office Address:

Bridge Relocation - Information Office
Room 208, Northwestern Office Bldg.
209 South Second Street
Mankato, Minnesota 56001
Or call 507-387-7860

The editorial content of the Community Newsletter is the responsibility of the staff of Edwards and Kelcey, Inc. Consultants. The newsletter is prepared and distributed by the Bridge Relocation Information Office and published under the auspices of the St. Paul District, Corps of Engineers.

SCOPE

Edwards and Kelcey, Inc. of Minneapolis, assisted by Rieke Carroll Muller Associates, Inc. of Mankato, and Braun Engineering Testing Co., Minneapolis, will examine the engineering, social, economic, and environmental aspects of raising or replacing the structures.

The present Main Street Bridge, built in 1916, is inadequate for two reasons. The present structure cannot handle present peak traffic volumes without considerable congestion. Secondly, the roadway on the bridge is well below the projected Corps' design flood levels. A new bridge will be required.

The T.M. 169 Bridges and the two railroad bridges over the Blue Earth River are also below projected flood levels. This study will determine if it is best to modify or replace these structures.

POTENTIAL IMPACTS

With the proposed bridge alterations the potential exists for impacts of varying degrees to air quality, noise levels, water resources, regional and local development, displacement of people and businesses, wildlife and waterfowl habitat, park and recreational facilities, and traffic patterns. These impacts will be investigated and the extent of the impact will be addressed in an Environmental Impact Statement.

COMMUNITY INVOLVEMENT

The principal aims of the studies are to develop river and railroad crossings that adequately meet the needs of the people they are designed to serve. The Corps of Engineers is planning a comprehensive Community Involvement Program, to go hand-in-hand with its engineering studies.

Bridge Relocation Study Procedure

CONSULTANT STUDY ELEMENTS

- Data Collection
- Identification of alternatives
- Assessment of alternatives in terms of:
 - Planning considerations
 - Traffic service needs
 - Engineering considerations
 - Environmental factors
- Presentation of findings (Preliminary report)
- Draft Environmental Impact Statement
- Review and evaluation of agency and public comments
- Final recommendations (Final Report)
- Final Environmental Impact Statement

COMMUNITY PARTICIPATION

- Continuous public involvement is provided for through:
 - The Information Office
 - A Periodic Newsletter
 - Periodic public meetings
 - Group discussions with responsible community groups as requested
- Public Hearing

Highlights of the program will be a series of community meetings, press releases, informational newsletters, and an information office within the project area.

INFORMATION OFFICE

As of October 2, 1978, the St. Paul District, Corps of Engineers, has opened the Project Information Office in Room 208, Northwestern Office Building, 209 South Second Street, Mankato.

The office will be open from 8:00 a.m. to 4:00 p.m., five days each week.

The public is cordially invited to visit the office or phone 387-7860 during business hours. The Corps hopes that interested persons will take advantage of the Information Office, to call, write, or stop by, to keep up-to-date on latest project developments.

COMMUNITY NEWSLETTER

This is the first issue of a newsletter to report the progress of the Bridge Relocation Studies. These newsletters will be mailed periodically to residents and businesses in the study areas.

While the mailing list is meant to be as complete as possible, some names may have been missed. If you didn't receive a copy, or know of someone whose name should be added, please call or write the Information Office.

The purpose of the office and news-

letter is to obtain as much community reaction and opinion as possible. If you would like to express your ideas concerning the project, or have any questions you want answered, please contact the office.

TRAFFIC STUDIES

Origin-Destination Surveys were conducted at each of the four existing river crossings in the Mankato, North Mankato, and Le Hillier areas, supplemented by traffic counts at intersections in the vicinity of each river crossing. This information will be used to assess the probable impacts on traffic circulation patterns during and after construction. Emphasis will be placed on maintaining safe and convenient access to existing and planned developments while minimizing circulation of traffic through sensitive areas.

The project staff and survey crews wish to express their gratitude for the willing cooperation of the motorist public who responded to the questionnaires that we passed out during these surveys.

OTHER STUDIES

The study objectives are to consider two specific requirements:

- Meet year 2000 traffic needs, and
- Compatibility with Corps of Engineers on-going flood control works.

In conjunction with these requirements, other studies such as roadway surveys, bridge inspections and environmental investigation of the rivers are now in progress.

BRIDGE RELOCATION
PUBLIC INFORMATION MEETING

November 15, 1978

Regional Library, Mankato

STUDY AREA

This comprehensive study when completed will determine the best location for a new Main Street Bridge over the Minnesota River; the replacement or raising of the two T.H. 169 Bridges over the Blue Earth River, and the replacement or raising of two Chicago and North Western Transportation Co. Bridges over the Blue Earth River. All bridges at these three sites must be raised or replaced to provide adequate channel capacity for flood control.

INFORMATION OFFICE

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You are cordially invited to visit the office or phone 387-7860 during business hours. The Corps hopes that interested persons will take advantage of the information office, to call, write, or stop by, to keep up-to-date on latest project developments.

NEWSLETTER

A newsletter will be published and mailed periodically to residents and interested persons. A mailing list has been prepared. While this list is meant to be as complete as possible, some names may have been missed. If you didn't receive a copy, or know of someone who should be on the list, please let us know. Call or write the Information Office.

Written and oral comments are welcomed and we urge you to contact us.

It is the intent and desire of the St. Paul District, Corps of Engineers, to provide the means through which all interested parties may have an opportunity to participate in the process of determining what should be done at the three sites, noted on the map.

The Corps of Engineers has initiated this meeting tonight, as one of the means to present information pertaining to planned transportation needs in and for your community.

Usually, this function is carried on and conducted by the Department of Transportation, but because of the uniqueness of this project, Congress has placed this project under the control of the Corps of Engineers. However, the project will follow guidelines and procedures formulated by the Minnesota Department of Transportation.

We seek your views, and urge you to ask questions on any subject pertaining to this project.

PLANNING AND DEVELOPMENT PROCEDURES

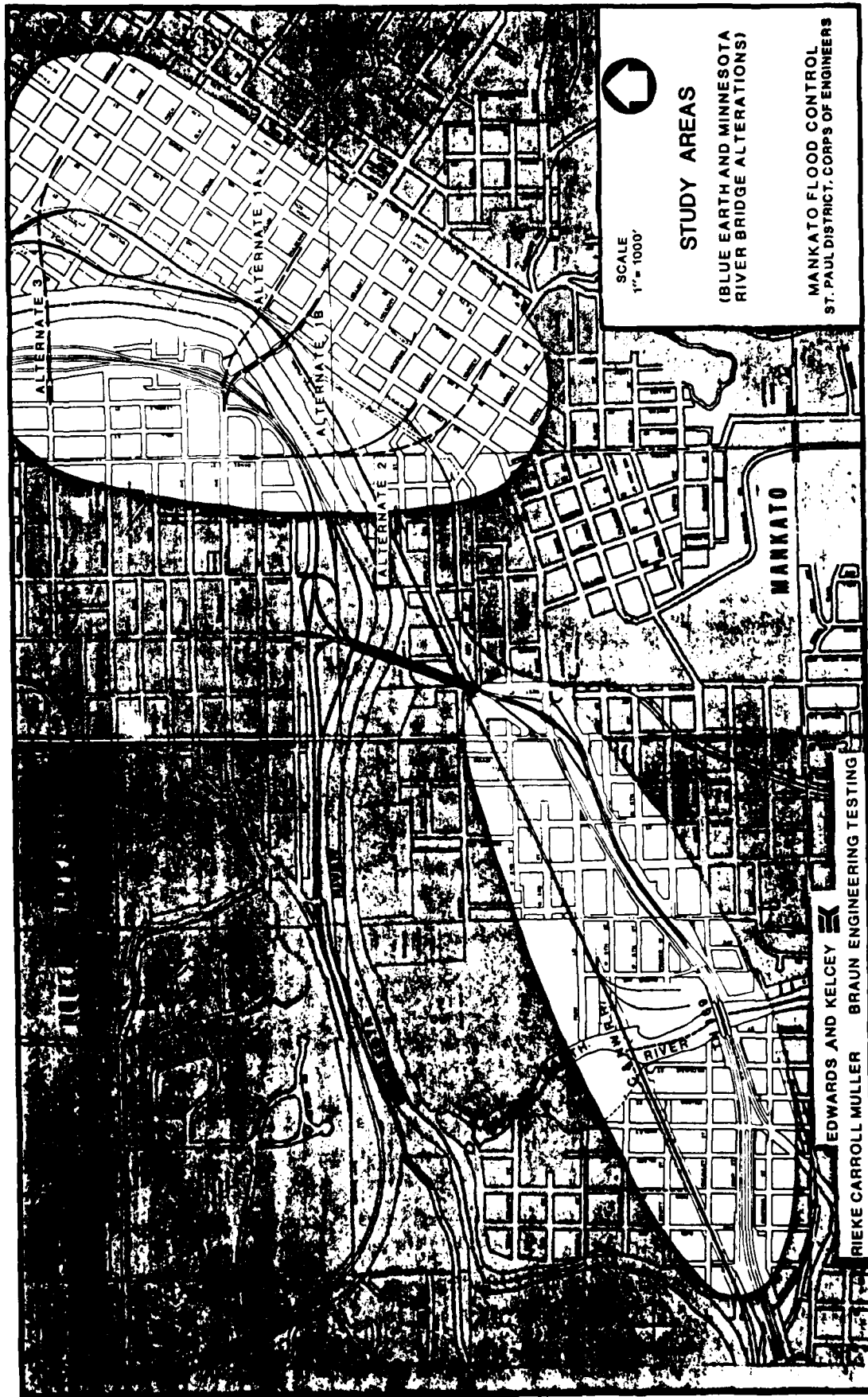
Briefly, any highway planning and development process involves three major phases:

Phase I - Systems Planning
Phase II - Location Planning
Phase III - Project Development

Phase I establishes and analyzes the need for a facility on a regional basis and within a designated area or corridor; Phase II includes the location study, draft environmental impact statements, corridor public hearings and final EIS; Phase III involves preliminary and final design, design public hearings, right-of-way acquisitions and construction. Therefore, tonight's subject falls under the Location Planning Phase.

STUDY OBJECTIVES

The primary purpose of this study will be to provide flood protection. Another objective is to select alternatives that will best meet the transportation needs of the local communities for the year 2000, while considering such items as socio-economic and community impacts, engineering requirements, traffic service and safety, project and road-user costs, the environment, and aesthetics. The proposed solution to be compatible with the Corps of Engineers' on-going flood control works.



Bridge Relocation

Mankato - N. Mankato - LeHiller

Newsletter

December, 1978

Number 2

Bridge Relocation Study



The flood of 1951 prompted local citizens to travel to Washington to ask for help with flood control.

bridges to provide the standard project flood protection but without the dam. Plan 2 was ultimately adopted after it was determined by the Corps that the dam was uneconomical to construct.

The firm of Edwards and Kelcey, Mpls., has been retained by the Corps to study the alternatives and prepare the necessary reports and documents for locating and designing the new high bridges.

A meeting was held in November to inform and receive citizen comments on the progress and development of these studies. Additional meetings are planned. Please see the back page for location and time.



During high water ice and debris caught behind the Main Street Bridge span up the Minnesota River and caused further flooding.

WHAT IT'S ALL ABOUT

After the flood of 1951 a delegation of Mankato and N. Mankato citizens went to Washington to ask for help to protect the Cities from further flooding by the Minn. and Blue Earth Rivers. The Dept. of the Army was directed to study the problem and plan for flood protection.

Two plans were proposed. Plan 1 was a combination of flood walls and levees for an 80 year flood occurrence (comparable to the 1965 flood) and the Blue Earth River dam. These would have provided the standard project flood protection for Mankato, N. Mankato and LeHiller. Plan 2 involved the construction of flood barriers (retaining walls and levees) and the raising of

Bridge Relocation Newsletter

REMINDER

To encourage the continuing community participation, two public meetings have been scheduled for:

January 3, 1979 at 7:30 p.m.
Roosevelt School
W. 6th and Owatonna, Mankato

...

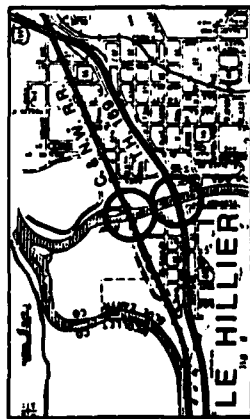
January 24, 1979 at 7:30 p.m.
North Mankato Junior High School
Corner of Range & Garfield, N. Mankato

The editorial content of the Community Newsletter is the responsibility of the staff of Edwards and Kelcey, Inc. Consultants. The newsletter is prepared and distributed by the Bridge Relocation Information Office and published under the auspices of the St. Paul District, Corps of Engineers.

Information Office Address:

Bridge Relocation - Information Office
Room 208, Northwestern Office Bldg.
209 South Second Street
Mankato, Minnesota 56001
Monday thru Friday from 8:00 a.m. to 5:00 p.m., or call (507) 587-7460

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● C. & N.W. RAILROAD BRIDGES OVER BLUE EARTH RIVER

The following alternatives have been selected for study with regard to raising or relocating the bridges and tracks over the Blue Earth River. Alternatives include the Woodland Avenue Bridge at the entrance to Sibley Park.

1. Raise both bridges on present alignment.

2.A. Raise Mainline north track. Stub end south track for storage, and retain present Woodland Avenue entrance to Sibley Park.

2.B. Raise Mainline north track. Stub end south track for storage, and replace Woodland Avenue bridge between Woodland and Carney Avenues.

3.A. Raise Mainline north track on new alignment slightly north of existing tracks. Stub end both existing tracks for storage, retain and modify existing Woodland Avenue bridge entrance to Sibley Park.

3.B. Raise Mainline north track on new alignment slightly north of existing tracks. Stub end both existing tracks for storage, and replace Woodland Avenue bridge between Woodland and Carney Avenues.

These alternatives will be presented for discussion at the next information meeting on January 3, 1979.

ALTERNATIVES

● I.H. 169 OVER THE BLUE EARTH RIVER

The following alternatives have been selected for study with regard to raising or relocating the bridges and roadway over the Blue Earth River.

1.A. Existing Roadway Alignment, with provisions for on and off ramps to Minnesota Road to and from the south.

1.B. New Road Alignment slightly south of existing bridges, with provisions for on and off ramps to Minnesota Road to and from the south.

2.A. Existing Roadway Alignment, with northbound off-ramp to Sibley St. and a southbound on-ramp from Minnesota Road.

2.B. New Roadway Alignment, slightly south of existing bridges, with northbound off-ramp to Sibley St. and a southbound on-ramp from Minnesota Road.

3.A. River bridges on existing alignments with modifications to the Park Lane Interchange.

3.B. River bridges on new alignments with modifications to the Park Lane Interchange.

These alternatives will be presented for discussion at the next public information meeting on January 3, 1979.

● MAIN STREET BRIDGE ALTERNATIVES

Four alternatives to replace and relocate the present Main Street Bridge will be presented at the January 24th meeting. The alternative locations are:

1.A. Belgrade to Mulberry

1.B. Belgrade to Main

2. Range to Cherry-Warren

3. Monroe to Madison

1ST PUBLIC MEETING

The first public information meeting of the Mankato Bridge Relocation Project was held Wednesday, November 15, 1978, at the Minnesota Valley Regional Library, Mankato, MN. Approximately 85 persons were in attendance.

Bob Penniman, of the St. Paul District Corps of Engineers, presented the opening remarks and stated the purpose of the meeting and Corps' involvement in the project.

Marty Romano, of Edwards and Kelcey, Inc., introduced members of the project staff to the audience and narrated a slide presentation giving an overall view of the project area and the scope of the project.

Tom Wetmore, of Edwards and Kelcey, Inc., reported to the audience on the proposed four alternative bridge locations for the new Main Street Bridge and the necessity to raise the twin Highway #169 bridges over the Blue Earth River and the nearby railroad bridges.

Opportunity was given to the audience to ask questions and voice opinions. Some citizens gave their opinions on certain alternatives and discussion followed regarding the fact that all alternatives will be given equal consideration when studies along with the environmental and traffic study data.

HOMEOWNERS & BUSINESSMEN SURVEY

Homeowners and businessmen who would be affected by bridge relocation and construction are being interviewed. It is necessary to gather data to determine which option for a proposed new bridge to link Mankato and North Mankato will have the most beneficial effect on its surrounding area.

Some of the questions will pertain to business hours, parking facilities, condition and value of buildings, ship or rental agreements, type of business, number of employees and payroll earnings. All information will be held confidential.

The survey will continue until all the zones involved have been covered. It should be noted however that being interviewed does not mean that any specific location has been selected.

ENVIRONMENTAL STUDIES

A team of natural environmentalists led by Dr. Henry Quade of the Environmental Studies Institute at Mankato State Univ. has been actively gathering information about potential impacts to the water quality and plant life related to any proposed bridge construction. Water chemistry and analysis has been supplemented with information from the Minn. Pollution Control Agency and the U.S. Geological Survey. The team is analyzing samples to determine the level of existing pollutants that might be disturbed during construction. Also, the team is responsible for determining whether there are any "rare or endangered species" of wildlife, or plantlife. Planners and engineers for the project will then use the findings to lessen impact to the river during construction phases.

C. & N.W. RAILROAD BRIDGES OVER BLUE EARTH RIVER

The following alternatives have been selected for tonight's discussion with regard to raising or relocating the C & N.W. Railroad Bridges and tracks over the Blue Earth River. Alternatives also include the Woodland Avenue bridge at the entrance to Sibley Park.

1. Raise both bridges on present alignment.
- 2.A. Raise Mainline north track. Stub end south track for storage, and retain present Woodland Avenue entrance to Sibley Park.
- 2.B. Raise Mainline north track. Stub end south track for storage, and replace Woodland Avenue bridge between Woodland and Carney Avenues.
- 3.A. Raise Mainline north track on new alignment slightly north of existing tracks. Stub end both existing tracks for storage, retain and modify existing Woodland Avenue bridge entrance to Sibley Park.
- 3.B. Raise Mainline north track on new alignment slightly north of existing tracks. Stub end both existing tracks for storage, and replace Woodland Avenue bridge between Woodland and Carney Avenues.

COMMUNITY INVOLVEMENT

Extensive material has been and will continue to be collected and assembled regarding such items as property ownership, community

services, existing and proposed land use, recreational and aesthetic points of interest, ecology, population and economic data, soils information, and existing and projected traffic volumes.

Governmental agencies, civic organizations and people living within and near the study areas will be contacted and encouraged to express their view as to which option is best for the community.

INFORMATION OFFICE

As of October 2, 1978, the St. Paul District, Corps of Engineers, has opened the project information office in Room 208, Northwestern Office Building, 209 South Second Street, Mankato.

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You are cordially invited to visit the office or phone 387-7860 during business hours. The Corps hopes that interested persons will take advantage of the information office, to call, write, or stop by, to keep up-to-date on latest project developments.

NEWSLETTER

A newsletter is published and mailed periodically to residents and interested persons. A mailing list has been prepared. While this list is meant to be as complete as possible, some names may have been missed. If you didn't receive a copy, or know of someone who should be on the list, please let us know. Call or write the Information Office.

Written and oral comments are welcomed and we urge you to contact us.

EDWARDS AND KELCEY, INC.

MANKATO, NORTH MANKATO, LE HILLIER

BRIDGE RELOCATION

PUBLIC INFORMATION MEETING

January 3, 1979

Roosevelt School, Mankato

The Corps of Engineers, in conjunction with the Minnesota Department of Transportation, has initiated the informational meetings to provide you the opportunity to participate in the process of determining the location of the proposed new Main Street Bridge, the T.H. 169 Bridges and the C & N.W. Bridges over the Blue Earth River.

Street Bridge will be presented at the January 24th meeting at North Mankato Jr. High School.

T.H. 169 OVER THE BLUE EARTH RIVER

The following alternatives have been selected for tonight's discussion with regard to raising or relocating the T.H. 169 Bridges and roadway over the Blue Earth River.

- 1.A. Existing Roadway Alignment, with provisions for on and off ramps to Minnesota Road to and from the south.
- 1.B. New Road Alignment slightly south of existing bridges, with provisions for on and off ramps to Minnesota Road to and from the south.
- 2.A. Existing Roadway Alignment, with northbound off-ramp to Sibley Street and a southbound on-ramp from Minnesota Road.
- 2.B. New Roadway Alignment, slightly south of existing bridges, with northbound off-ramp to Sibley St. and a southbound on-ramp from Minnesota Road.
- 3.A. River bridges on existing alignments with modifications to the Park Lane Interchange.
- 3.B. River bridges on new alignments with modifications to the Park Lane Interchange.

ALTERNATIVES

Tonight we will present and discuss alternatives for two sites: T.H. 169 over the Blue Earth River and C. & N.W. Railroad Bridges over the Blue Earth River. The alternatives to replace and relocate the present Main

MANITO, NORTH MANITO, LE HILLIER

BRIDGE RELOCATION

PUBLIC INFORMATION MEETING

January 24, 1979

No. Mankato Jr. High School

The Corps of Engineers, in conjunction with the Minnesota Department of Transportation, has initiated the informational meetings to provide you the opportunity to participate in the process of determining the location of the proposed new Main Street Bridge, the T.H. 169 Bridges and the C & N.W. Bridges over the Blue Earth River.

Tonight's meeting is the third of a series of information meetings scheduled during the development of this study. The first meeting was used primarily to introduce and to inform you of the proposed study. At this meeting, the study corridors were defined and the goals and objectives explained: to provide flood protection and to select alternatives that will best meet the transportation needs of the local communities for the year 2000, while considering such items as socio-economic and community impacts, engineering requirements, traffic service and safety, project and road-user costs, the environment, and aesthetics. The proposed solution must be compatible with the Corps of Engineers' on-going flood control works.

ALTERNATIVES

Tonight we will present and discuss alternatives for the Main Street Bridge over the Minnesota River. The alternatives to raise or relocate the T.H. 169 over the Blue Earth River and the C & N.W. Railroad Bridges over the Blue Earth River were presented at the second information meeting on Jan. 3rd at Roosevelt School, Mankato.

MAIN STREET BRIDGE OVER MINNESOTA RIVER

Six alternatives to replace and relocate the present Main Street Bridge will be presented at tonight's meeting. The alternative locations are:

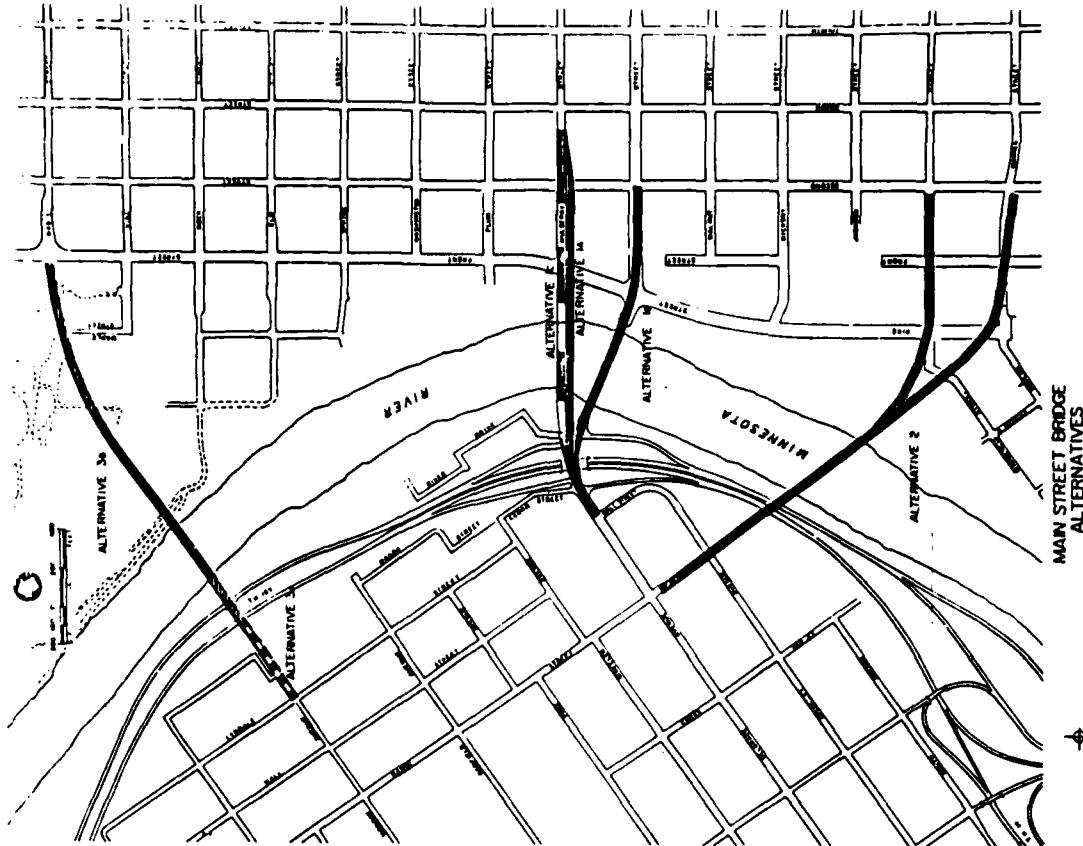
- 1.A. Belgrade Ave. to Mulberry St. with T.H. 169 passing over Belgrade Ave.
- 1.B. Belgrade Ave. to Main St.
- 1.C. Belgrade Ave. to Mulberry St. with Belgrade Ave. passing over T.H. 169.
2. Range St. to Cherry and Warren St. One-way pair.
- 3.A. Monroe Ave. to Madison Ave.
- 3.B. T.H. 169 at Monroe Ave. to Madison Ave. (No connection to Monroe Ave.).

We invite your comments and suggestions to modify these alternatives or identify additional ones for consideration.

INFORMATION OFFICE

To keep up-to-date on the latest project developments, you are cordially invited to visit the information office in Room 208, Northwestern Office Building, 209 South Second Street, Mankato. Office hours are 8:00 a.m. to 5:00 p.m. Monday through Friday, or Telephone 387-7860.

EDWARDS AND KELCEY, INC.



Bridge Relocation

Mankato - N. Mankato - LeHillier
Newsletter
Number 3 **May, 1979**

Information Meetings Scheduled

REMINDER

To encourage the continuing community participation, two public meetings have been scheduled.

On Wednesday, May 30, 1979 at 7:30 p.m.
at Roosevelt School Gymnasium, W. 6th and
Owatonna, Mankato, the C&NW Railroad and
T.H. 169 bridges over the Blue Earth River
will be discussed.

On Thursday, May 31, 1979 at 7:30 p.m.
at Mankato West High School Cafeteria,
the Main Street bridge relocation will be
discussed.

Doors will be opened at 4:00 p.m. prior to each meeting
to afford an opportunity to view the plans.

The editorial content of the Community
Newsletter is the responsibility of the
staff of Edwards and Kelcey, Inc. Con-
sultants. The newsletter is prepared
and distributed by the Bridge Relocation
Information Office and published under
the auspices of the St. Paul District,
Corps of Engineers.

Information Office Address:

Bridge Relocation - Information Office
Room 208, Northwest Office Bldg.
209 South Second Street
Mankato, Minnesota 56001
Monday thru Friday from 8:00 a.m. to
5:00 p.m., or call (507) 487-7460

Public Information meetings will be held
on May 30 and 31 to present descriptive
data and hear comments on the alternative
bridge relocations which have been devel-
oped to meet the requirements of the on-
going flood control project. On Wednesday,
May 30, at 7:30 p.m. at the Roosevelt
School in West Mankato the T.H. 169 and
C&NW R.R. bridges over the Blue Earth
River will be discussed. On Thursday,
May 31, at 7:30 p.m. in the Mankato West
High School cafeteria, the discussion
will deal with the Main St. bridge reloca-
tion. To afford more opportunity for
studying the plans and asking questions,
the doors will be opened at 4:00 p.m.
prior to each meeting.

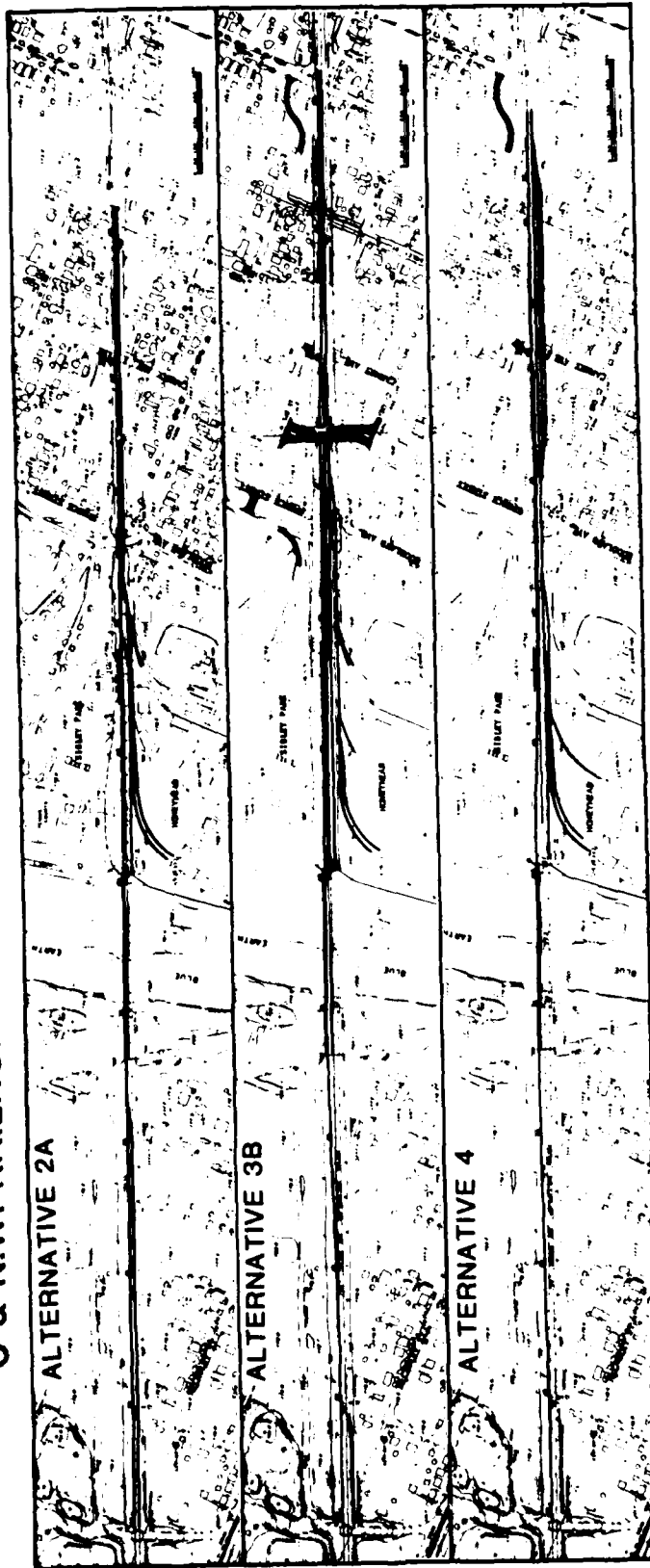
PROJECT SCHEDULE

Following the information meetings all of
the impacts and public comments will be
evaluated. The preferred alternatives
will be identified and presented for for-
mal public and official comment in the
Draft Environmental Impact Statement
which is planned to be circulated early
this autumn. During the period of this
review, about mid autumn, a formal public
hearing on the project will be held. Fol-
lowing the public hearing the Final Envi-
ronmental Impact Statement containing the
recommended alternatives will be filed.
Upon approval of the Final Environmental
Impact Statement, design studies and hear-
ings will be conducted for the selected
alternatives. After approval of the de-
sign studies, right of way acquisition and
preparation of construction plans will
begin. Construction is presently expected
to begin in 1983. In brief, the schedule
is as follows:

Public Information Mtgs.	- May 30 & 31, 1979
File Draft Environmental	- September 1979
Impact Statement	- September 1979
Public Hearing	- November 1979
File Final Environmental	- January 1980
Impact Statement (FEIS)	- Spring 1980
FEIS Approval	- Spring 1980
Design Studies & Hearings	- Spring 1980
Right of Way Acquisition	- 1981-1982
and Construction Plans	- 1981-1982
Start Construction	- 1983

Since presenting the preliminary alter-
natives in January, data collection has
been completed, alternative designs have
been refined and impacts have been anal-
yzed. Extensive data has been compiled
and analyzed describing costs and social,
economic and environmental impacts of
each of the alternatives. These data
are summarized in the following pages.
Additional data of interest to the public
will be discussed at the public meetings.
To aid in the decision process the public
is encouraged to offer its comments on
the relative impacts and desirability of
the various alternatives, as well as to
supply additional factual information it
considers important to the selection of
the best alternatives.

C & N.W. RAILROAD BRIDGES OVER THE BLUE EARTH RIVER



ALTERNATIVES

RAILROAD

OF

CHARACTERISTICS

ALTERNATIVE 2A

ALTERNATIVE 3B

ALTERNATIVE 4

CONSTRUCTION COST
RIGHT OF WAY COST
TOTAL COST
RAILROAD ANNUAL OPERATING COST
FAMILIES DISPLACED
OTHER CHARACTERISTICS

\$5,549,000
\$ 10,000
\$5,559,000
\$ 74,400
0

Main track would be raised approximately:
8 ft. at the river
5 ft. at Woodland Avenue
1 ft. at Sibley Street

Railroad storage tracks would be located west of Woodland Avenue and west of the river.
Retains existing Sibley Park bridge.
Cuts off Carney Avenue.

\$5,939,000
\$ 47,000
\$5,986,000
\$ 55,700
1

Main track would be raised approximately:
8 ft. at the river
7 1/2 ft. at Woodland Avenue
1/2 ft. at Hubbell Avenue

Railroad storage tracks would be located between the river and Carney Avenue.
Provides new 15' clearance bridge between Woodland and Carney Avenues. Cuts off Woodland and Carney Avenues and Sibley St.
A pedestrian underpass is proposed at Sibley Street.

\$5,624,000
\$ 20,000
\$5,644,000
\$ 49,100
0

Main track would be raised approximately:
8 ft. at the river
5 ft. at Woodland Avenue
0 ft. at Hubbell Avenue

Railroad storage tracks would be located between Woodland Avenue and Hubbell Ave.
Retains existing Sibley Park bridge. Cuts off Carney Avenue and Sibley Street.

OTHER ALTERNATIVES STUDIED

Alternative 1, raising both tracks in their existing location, and other alternatives studied were felt to be less desirable than the three presented herein.

Bridge Relocation

Mankato - N. Mankato - Lehtelier

Number 4 November, 1979

Public Hearing Rescheduled

The Federal Council on Environmental Quality recently changed its regulations for the preparation of Environmental Impact Statements. Because of these changes, it became necessary to revise the Environmental Impact Statement being prepared for the bridge relocations for the Mankato-N. Mankato-Lehtelier Flood Control Project. These changes will require extra time for the preparation of the necessary reports. As a result, the project schedule has been changed and the filing of the Draft Environmental Impact Statement and the Public Hearing have been rescheduled to next Spring.

PROJECT SCHEDULE

The impacts of the alternatives and the public comments are being evaluated. Three alternatives are being considered at the Chicago and Northwestern Railroad crossing over the Blue Earth River, two at the T.H. 169/60 crossing over the Blue Earth River and two for the replacement of the Main Street Bridge over the Minnesota River. These were described in the May newsletter and were presented and discussed at the public information meetings May 30 and 31, 1979.

The preferred alternatives will be identified and presented for formal public and official comment in the Draft Environmental Impact Statement, which is planned to be circulated in the early Spring. During the period of this review, about mid Spring 1980, a public hearing on the project will be held. Following the public hearing, the Final Environmental Impact Statement containing the recommended alternatives will be filed. Upon approval of the Final Environmental Impact Statement and filing of the Record of Decision, design studies and hearings will be conducted for the selected alternatives. After approval of the design studies, right-of-way acquisition and preparation of construction plans will begin. Construction is presently expected to begin in 1983. In brief, the schedule is as follows:

File Draft Environmental Impact Statement	March 1980
Public Hearing	April 1980
File Final Environmental Impact Statement (FEIS)	June 1980
FEIS Approval & Record of Decision	Fall 1980
Design Studies & Hearings	1981-1981
Right-of-Way Acquisition and Construction Plans	1981-1982
Start Construction	1983

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Bridge Relocation Newsletter

B-22

INFORMATION OFFICE

Because of the delay that has occurred, the project information office has been temporarily closed. However, it will be reopened after the Draft Environmental Impact Statement is filed and will be open during the period surrounding the Public Hearing. An announcement will be made at the time of this reopening. In the interim, questions and comments may be addressed to Rieke Carroll Muller in Mankato, P. O. Box 66, Mankato, MN 56001 or telephone 1507625-4428.

The editorial content of the Community Newsletter is the responsibility of the staff of Edwards and Kelcey, Inc., Consultants. The newsletter is prepared and distributed by the Bridge Relocation Information Office and published under the auspices of the St. Paul District, Corps of Engineers.

CORRESPONDENCE

AD-A140 253

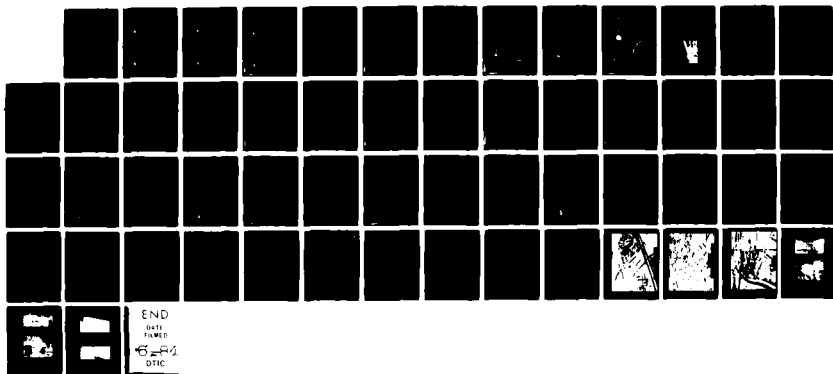
FINAL ENVIRONMENTAL IMPACT STATEMENT MANKATO-NORTH
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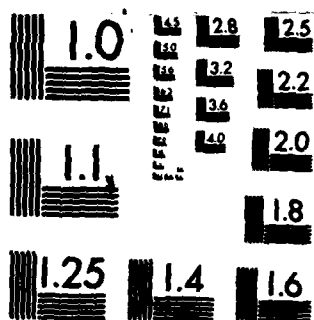
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MICROCOPY RESOLUTION TEST CHART
NATIONAL BUREAU OF STANDARDS-1963-A

cc H. Stewart
cc P. H. Hahn
cc J. B. Ragsdale
cc J. M. Heidtump



CHICAGO AND NORTH WESTERN
TRANSPORTATION COMPANY

ASSISTANT DIVISION MANAGER
ENGINEERING

January 16, 1979

Mankato - Flood Control

Mr. Thomas E. Wetmore
Project Manager
Edwards and Kelcey, Inc.
4930 West 77th Street
Minneapolis, Minn. 55435

Dear Mr. Wetmore:

Please refer to your January 5, 1979 letter regarding the construction of a pedestrian bridge across the Blue Earth River at Mankato in connection with the Mankato Flood Control project.

The occupation or crossing of our right-of-way by facilities owned by outside parties is not unusual and generally covered by our standard form of license. Your proposal to attach a pedestrian bridge to the superstructure of our bridge presents a somewhat different situation which if carried to conclusion requires an agreement, drafted for this particular situation, between the Transportation Company and the City of Mankato. Such an agreement would cover the agreed upon ownership, maintenance responsibilities, distribution of maintenance costs, and liability, as well as the construction cost responsibility. I am reluctant at this point to state which party--whether the Transportation Company or the City--should draft such an agreement, preferring to defer this decision until such time as actually necessary.

Design work would have to be performed by and at the expense of a party other than this Company, the final plans being subject to our approval. Our Bridge Department in Chicago would, however, provide input upon request. I'm certain any pedestrian bridge structure to be attached to our superstructure will have to be designed and constructed in such a manner as to prevent and discourage the public from trespassing onto the railroad bridge proper whether at the bridge ends or from any intermediate point on the structure.

Very truly yours,

A. E. RUEHL
Manager Maintenance Planning
cc: Mr. Robert Penniman
U. S. Corps of Engineers
180 E. Kellogg Blvd., St. Paul, Mn. 55101
Mr. R. H. McDonald (att.)
Mr. J. B. Ragsdale (att.)
Mr. H. D. Hahn (Att.)
Mr. J. M. Heidtump (Att.)

275 EAST FOURTH STREET / ST. PAUL, MINNESOTA 55101 - 612/221-9317

cc H. Stewart
cc J. B. Ragsdale
cc J. M. Heidtump



CHICAGO AND NORTH WESTERN
TRANSPORTATION COMPANY

ASSISTANT DIVISION MANAGER
ENGINEERING

January 23, 1979

Mankato - Flood Control

Mr. Thomas E. Wetmore
Project Manager
Edwards and Kelcey, Inc.
4930 West 77th Street
Minneapolis, Minnesota 55435

Dear Mr. Wetmore:

In response to the second paragraph of your January 5, 1979 letter regarding the current study now underway for the relocation of our tracks and Blue Earth River bridges at Mankato, we have developed a preliminary plan in which storage tracks sufficient in capacity to serve our needs could be constructed easterly of the Blue Earth River.

I am attaching a print, dated January 15, 1979, of such a layout in which I have shown in red color new or relocated tracks and in yellow tracks to be removed or relocated. This plan would be applicable to your Alternative 2A only since retention of an underpass at Woodland Avenue is required. A reconstructed structure at this location would consist of two separate superstructures--one to carry the main track and one to carry the storage track and Moneymead lead track. The reason for this is the considerable difference in elevation which would pertain between the main track and adjacent tracks. This physical feature also requires a retaining wall of considerable length extending from the river to Sibley Street.

This plan has features which are advantageous to this company, namely, an ideal gradient east of Woodland Avenue, ample storage capacity in close proximity to Moneymead, and a track arrangement which permits flexibility in switching.

The feasibility of this plan is dependent upon the change in street grades which can be made at the Woodland Avenue underpass since the elevation of the two tracks serving the industry will remain at or very close to the present track elevation.

I am reserving comment at this time on the remaining items discussed in your January 5 letter and hopefully will be in a position to reply in the very near future.

Very truly yours,

A. E. RUEHL
Manager Maintenance Planning

275 EAST FOURTH STREET / ST. PAUL, MINNESOTA 55101 - 612/221-9317

CHICAGO AND NORTH WESTERN TRANSPORTATION COMPANY



AJR 12-64/F-13
cc. H. B. Clark

ASSISTANT VICE PRESIDENT
AND
DIVISION MANAGER
DIRECT MAIL NUMBER
612/221-9311

February 20, 1979

RECEIVED

FEB 21 1979

EDWARDS & KELCEY

Mr. Thomas E. Wetmore
Project Manager
Edwards and Kelcey, Inc.
4930 West 77th Street
Minneapolis, Minnesota 55435

Dear Mr. Wetmore:

I have been apprised of your firm's participation in the Preliminary Location Study Report for the proposed relocation of our Blue Earth Bridges at Mankato, Minnesota and have reviewed the five alternatives submitted in your January 5, 1979 letter. I have also reviewed the sixth alternative submitted by our Engineering Department which was forwarded to you on January 23, 1979.

The first preference of the Chicago and North Western Transportation Company is a seventh alternative as shown on the attached print dated February 16, 1979. The track gradients which would apply for this layout are nearly ideal and would permit us to serve Mankato safely and efficiently, whereas, the grades which would pertain in the initial five alternatives would result in a negative operational impact in grading and maintaining cars for the industry.

The seventh alternative also permits a new bridge to be constructed over the Blue Earth River without interference to our train operations.

Yours truly,

R. H. McDonald

R. H. McDONALD
Assistant Vice President & Division Manager

275 EAST FOURTH STREET / ST. PAUL, MINNESOTA 55101

CHICAGO AND NORTH WESTERN TRANSPORTATION COMPANY



March 15, 1979

NR 86033

RECEIVED

MAR 16 1979

EDWARDS & KELCEY

Mr. Thomas E. Wetmore
Project Manager
Edwards and Kelcey, Inc.
4930 West 77th Street
Minneapolis, Minnesota 55435

Dear Mr. Wetmore:

We have reviewed the proposed profile for Alternative 4 which was transmitted with your March 13, 1979 letter and have the following comments.

1. The vertical curves at each end of the Blue Earth River Bridge should conform with the AREA specification, copy attached. You may use for our main track the rate of change in gradient applicable to secondary main tracks which with a 0.6% grade east of the river requires a vertical curve at least 300' in length versus the 150' long curve shown on the current profile.
2. Remaining portion of the profile indicating a 0.6% downgrade towards Hubbell Avenue is satisfactory, however, the vertical curve at this location should also conform to the AREA requirement outlined in the preceding paragraph.
3. The 0.0% grade shown for the proposed storage tracks is satisfactory, however, with the reduced requirement for vertical curve lengths on yard tracks it is possible to continue this gradient easterly, then increase the downgrade through the turnouts, and thus obtain additional level storage tracks without disrupting the 0.6% main track grade or the length of retaining wall required between main track and yard track. This is a possibility which can be considered in the development of plans beyond the preliminary stage.

4. In response to the final paragraph of your March 13 letter, our Bridge Engineer in Chicago advises he is familiar with the reinforced earth construction method and has no objection to the introduction of this type of construction into the plans. Final approval, however, is reserved pending examination of detailed plans.

Very truly yours,

N. H. Clark

N. H. CLARK
Ass't. Division Manager-Engineering

Att.

275 EAST FOURTH STREET / ST. PAUL, MINNESOTA 55101 612/221-9311

Honeycomb PRODUCTS COMPANY

SOYBEAN PROCESSORS AND REFINERS SERVING AGRICULTURE AND INDUSTRY
100 W. WYOMING ROAD, MANASSAS, VIRGINIA 20108
PHONE (703) 361-1111
TELETYPE 880-0100

DATE: JANUARY 8, 1979

TO : JAMES H. AMLE

FROM: ELMER K. IKER

RE : PRIVATE SIDING AND OUTSIDE SWITCHING SURVEY, H. L. STUART

ON THE FIRST PAGE REFERENCE IS MADE TO 300 CARS IN OUR FLEET, HERE OUR INBOUND CRUDE MOVES ABOUT 70% IN SHIPPERS CARS (NOT OUR LEASED FLEET). ON THE OUTBOUND CARS, A RECAP OF THE SAME PERIOD, SHOWS WE USED 339 RAILROAD CARS. THIS WILL ALTER THE TRIPS PER CAR YEAR TO APPROXIMATELY 11.82.

ON PAGE 2 CALCULATIONS ARE MADE TO ARRIVE AT AN AVERAGE FIGURE. HERE IT SHOULD BE POINTED OUT THAT A CALCULATION OF THIS TYPE RESULTS IN A FIGURE THAT DOES NOT TAKE INTO CONSIDERATION THE SATURDAY AND SUNDAY SURGE IN RAILROAD CAR LOADINGS OF COVERED HOPPERS WITH SOYBEAN MEAL AND THE DROP IN OIL LOADINGS IN TANKCARS ON 5 DAYS.

THE LAST PARAGRAPH ON PAGE TWO REFERS TO PLANT OPERATION OF SEVEN DAYS PER WEEK BUT CARS ARE BILLED FIVE DAYS A WEEK AND SUGGESTING INCOMPLETE BILLING OF CARS TO ENCOURAGE MOVEMENT OF CARS FROM PAVKATO. WHILE THIS WOULD SEEM A GOOD SUGGESTION, CONSIDERATION DOES NOT SEEM TO BE GIVEN WITH REGARD TO OIL QUALITY CONTROL FACTORS AS USED BY OUR PEOPLE.

IT WOULD APPEAR THAT THE CONW RAILWAY DRAWINGS PROPOSED BY D'JARES AND KELLEY, INC., 478 CP 17, SHOULD ADEQUATELY SERVE OUR NEEDS FOR THE IMMEDIATE PRESENT. CONSIDERATION MUST BE GIVEN TO AN INCREASE IN OUR OIL REFINING CAPACITY, WHICH WILL PROBABLY BE MOSTLY RAIL MOVING TO SIX MORE TANKCARS INBOUND AND SIX MORE TANKCARS OUTBOUND PER DAY. CONSIDERATION SHOULD BE GIVEN TO RETAINING THE TRAPKAGE ON THE WEST SIDE OF THE BLUE EARTH RIVER FOR STORAGE PURPOSES. WITH THE PROBLEMS OF CONTINUED WITH AVAILABILITY OF CRUDE OIL, EQUIPMENT AND RAILROAD SERVICE CONSIDERATION MUST BE GIVEN TO THE SURGES OF ACCUMULATIONS OF CARS THAT RESULT. THERE OFTEN COULD BE A NEED FOR SPACE ON P AND AROU THAT OUTLINED IN THIS SURVEY AND THE PROPOSED 72 OR 74 ALTERNATIVES.

SINCERELY,

E. K. IKER

Honeycomb PRODUCTS COMPANY

SOYBEAN PROCESSORS AND REFINERS SERVING AGRICULTURE AND INDUSTRY
100 W. WYOMING ROAD, MANASSAS, VIRGINIA 20108
PHONE (703) 361-1111
TELETYPE 880-0100

JANUARY 11, 1979

H. L. STUART
SENIOR RAILROAD CONSULTANT
WYER, DICK & COMPANY
8 PARK PLACE
NEWARK, NJ 07102

DEAR MR. STUART:

AFTER CLOSE CONSIDERATION OF YOUR LETTER OF DECEMBER 7, 1978, AND THE ATTACHED SWITCHING REQUIREMENTS DOCUMENT, OUR TRAFFIC MANAGER, MR. IKER, RELAYED TO ME SEVERAL OBSERVATIONS WHICH HE SUGGESTED MAY BE HELPFUL TO YOU IN YOUR ANALYSIS. THEREFORE, I AM INCLUDING A COPY OF MR. IKER'S LETTER TO ME FOR YOUR CONSIDERATION.

HONEYMEAD APPRECIATES THE OPPORTUNITY TO BE INVOLVED IN THESE EARLY STAGES OF THE PLANNING. IF WE CAN BE OF FURTHER HELP IN ANY WAY PLEASE LET US KNOW.

SINCERELY,

HONEYMEAD PRODUCTS COMPANY

JAMES H. AMLE
SENIOR VICE PRESIDENT MANUFACTURING
JHA:FM

ENCLOSURE

CC: F. IKER

RECEIVED

JAN 17 1979

WYER DICK & CO



WYER, DICK & CO.
TRANSPORTATION CONSULTANTS

January 19, 1979

Mr. James H. Anlie
Senior Vice President
Honsymead Products Company
720 Minnesota Road
Mankato, Minnesota 56001

Dear Mr. Anlie:

Thanks for your letter of January 11 enclosing Mr. Ikier's observations on my analysis of private siding and switching requirements.

I will run Mr. Ikier's figures and observations through my analysis to determine their net effect quantitatively. We can discuss it when I am next in Mankato.

Very truly yours,

H. L. Stewart
H. L. Stewart
Vice President

HLS/fe

cc: Mr. T. Wetmore

70 SOUTH ORANGE AVENUE, LIVINGSTON, NEW JERSEY 07039 (801) 984-3404

A Subsidiary of Schenck and Siding, Inc.

NEWS CLIPPINGS

*At. Roman / S. A. Williams / Feb
cc G. H. Livingston*

9-Monday, Sept. 23, 1970 THE FREE PRESS, MANGLATO

Office to explain bridge changes

Manville and Maher, Inc., a Minneapolis consulting firm, will establish a Manville office to publicly discuss changes concerning bridges over the Minnesota and Mississippi rivers in the North Dakota-Leatherhead River area.

The office will explain the changes to local citizens and business and industry, and help in the U.S. Army Corp of Engineers' plan, which is in charge of the flood-control project.

Officials are to determine the best location for the Main Street bridge over the Minnesota River, the replacement or raising of the two Highway 140 bridges over the Mississippi River and two Chicago Northwestern railroad bridges over the Minnesota River.

The consulting firm will organize public information meetings and hearings. It will also prepare an environmental impact statement, expected to be completed within a year.

Manville and Maher is to receive a contract from the firm concerning the bridges. The firm is to be led by James P. H. project director, Manville and Maher, Inc., 400 W. 7th St., Minneapolis, 1000.

9-Thurs., October 12, 1970 THE FREE PRESS, MANGLATO

Bridge traffic to be surveyed

Motorists crossing the Main Street, Highway 140 and Highway 14 bridges over the Minnesota River, and the Highway 140 bridge over the Mississippi River, will be surveyed by a team of engineers to determine traffic requirements in connection with the U.S. Army Corp of Engineers' flood control project.

Questionnaires will be distributed on the Main Street bridge beginning Tuesday, Oct. 17. Drivers will be stopped briefly and interviewed where they are crossing the bridge. The survey will be completed by the end of the year.

The office said the survey will help determine traffic circulation patterns under various bridge alternatives being considered. Studies will be conducted to determine the best location for the Main Street bridge, replacement or raising of the two Highway 140 bridges over the Mississippi River and two Chicago Northwestern railroad bridges over the Minnesota River.

*Kenneth / Feb 6 - 11 1970
S. Williams*

Years of study, planning ahead before new bridge becomes reality

By MICHAEL J. ALLEN

Plans for a new bridge over the Mississippi River in St. Louis, Mo., are being developed by a team of engineers and architects. The bridge is expected to be completed in 1985. The new bridge will be a cable-stayed bridge, which is a type of bridge in which the deck is supported by a central pylon and a series of stay cables. The bridge will be 1,200 feet long and 100 feet wide. It will have four lanes of traffic in each direction. The bridge will be a significant improvement over the existing bridge, which is a beam bridge. The new bridge will be able to handle heavier loads and will have a longer lifespan. The bridge will also be a landmark in St. Louis, Mo.

The bridge is expected to be completed in 1985. The new bridge will be a cable-stayed bridge, which is a type of bridge in which the deck is supported by a central pylon and a series of stay cables. The bridge will be 1,200 feet long and 100 feet wide. It will have four lanes of traffic in each direction. The bridge will be a significant improvement over the existing bridge, which is a beam bridge. The new bridge will be able to handle heavier loads and will have a longer lifespan. The bridge will also be a landmark in St. Louis, Mo.

That has happened since the bridge was built. The bridge is now a landmark in St. Louis, Mo. The bridge is a cable-stayed bridge, which is a type of bridge in which the deck is supported by a central pylon and a series of stay cables. The bridge will be 1,200 feet long and 100 feet wide. It will have four lanes of traffic in each direction. The bridge will be a significant improvement over the existing bridge, which is a beam bridge. The new bridge will be able to handle heavier loads and will have a longer lifespan. The bridge will also be a landmark in St. Louis, Mo.

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Belgrade to Mulberry. The bridge is now a landmark in St. Louis, Mo. The bridge is a cable-stayed bridge, which is a type of bridge in which the deck is supported by a central pylon and a series of stay cables. The bridge will be 1,200 feet long and 100 feet wide. It will have four lanes of traffic in each direction. The bridge will be a significant improvement over the existing bridge, which is a beam bridge. The new bridge will be able to handle heavier loads and will have a longer lifespan. The bridge will also be a landmark in St. Louis, Mo.

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New bridge

Continued from Page 2

ing by selecting the few with their strongest support. Further, the bridge is expected to be completed in 1985. The new bridge will be a cable-stayed bridge, which is a type of bridge in which the deck is supported by a central pylon and a series of stay cables. The bridge will be 1,200 feet long and 100 feet wide. It will have four lanes of traffic in each direction. The bridge will be a significant improvement over the existing bridge, which is a beam bridge. The new bridge will be able to handle heavier loads and will have a longer lifespan. The bridge will also be a landmark in St. Louis, Mo.

Connecting Range Street with the Cherry-Warren area will prevent the area from being cut off from the current bridge. The bridge is expected to be completed in 1985. The new bridge will be a cable-stayed bridge, which is a type of bridge in which the deck is supported by a central pylon and a series of stay cables. The bridge will be 1,200 feet long and 100 feet wide. It will have four lanes of traffic in each direction. The bridge will be a significant improvement over the existing bridge, which is a beam bridge. The new bridge will be able to handle heavier loads and will have a longer lifespan. The bridge will also be a landmark in St. Louis, Mo.

Connecting Main Street Avenue in North Main Street with Madison Avenue on the east side of the river, which would serve the bridge several blocks north of its current location. The bridge is expected to be completed in 1985. The new bridge will be a cable-stayed bridge, which is a type of bridge in which the deck is supported by a central pylon and a series of stay cables. The bridge will be 1,200 feet long and 100 feet wide. It will have four lanes of traffic in each direction. The bridge will be a significant improvement over the existing bridge, which is a beam bridge. The new bridge will be able to handle heavier loads and will have a longer lifespan. The bridge will also be a landmark in St. Louis, Mo.

The Main Street Bridge is not the only structure scheduled for replacement. The two Highway 100 bridges will have to be raised to surmount the flood control project's cutting and proposed levees and floodwalls. The bridge is expected to be completed in 1985. The new bridge will be a cable-stayed bridge, which is a type of bridge in which the deck is supported by a central pylon and a series of stay cables. The bridge will be 1,200 feet long and 100 feet wide. It will have four lanes of traffic in each direction. The bridge will be a significant improvement over the existing bridge, which is a beam bridge. The new bridge will be able to handle heavier loads and will have a longer lifespan. The bridge will also be a landmark in St. Louis, Mo.

In addition, the Chicago and Northwestern Transportation Company's bridges over the Blue Earth River will have to be altered to clear the existing and proposed flood barriers. The bridge is expected to be completed in 1985. The new bridge will be a cable-stayed bridge, which is a type of bridge in which the deck is supported by a central pylon and a series of stay cables. The bridge will be 1,200 feet long and 100 feet wide. It will have four lanes of traffic in each direction. The bridge will be a significant improvement over the existing bridge, which is a beam bridge. The new bridge will be able to handle heavier loads and will have a longer lifespan. The bridge will also be a landmark in St. Louis, Mo.

In the Corp's estimation, the existing bridges added in the high waters spectrum in the

ed. Some drivers on the Main Street Bridge were sure they were going to be engaged by the collision who addressed them. Others discarded or ignored the pre-stamped cards. Others have been filling them out as the spot," Borge said. "People are so anxious for a new bridge they'll do anything to compete." Borge is hoping for a 10 percent response.

The two in the survey were Dr. Henry J. Borge, a professor at the University of Minnesota, and the student Kevin King. They were gathering materials that will be used in a study of how a bridge construction. Quade made a research team of 10 that is investigating the impact of various bridge proposals on the environment. The results will be presented to an Environmental Impact Statement to be considered by the Minnesota Environmental Quality Council. There are any construction plans are delayed.

More than 30 government agencies from the U.S. to the U.S. will be involved in the project before it is over.

The public, too, will get in on the information meeting and hearings scheduled to begin in mid-November. A public information office has been opened at 300 South First St. (267-7800) by Ricks-Correll-Miller Associates, Inc., Minneapolis, which is the firm responsible for the traffic survey and other data collection. Edwards & Kelly, Inc., Minneapolis, which performed the 1972 study, is responsible for the entire project, including the location analysis and final bridge design.

The flood control project began in 1971 after devastating floods in 1955 and 1958. About 60 million has been spent so far in completing about 40 percent of the work. The federal government is scheduled to pay 75 percent of the cost, with the state contributing 25 percent of the cost. The state is also contributing 7.5 percent of the cost to the bridge.

Choosing of site for new Main Street Bridge 1½ years away

About 20 people turned out Wednesday night to hear from engineering firm representatives and the U.S. Army Corps of Engineers that it will be at least 1½ years before a final site is chosen for a new Main Street Bridge linking Mankato and North Mankato.

Officials depicted a vision said by several factors that the site for a new bridge has already been chosen. A 1973 study recommended a conveyor that would have connected Bridge Avenue in North Mankato with the intersection of Third and Mainberry streets in Mankato, ending north about one block from the open of the current bridge.

The plan is still being considered. But the recommendation has been shifted in favor of a 10-million study that will consider four possible locations, including the Bridge-to-Broad option and rebuilding at the current location.

In addition, the study considers altering the two-lane highway to a four-lane highway, and 180 bridges and railroad bridges to clear the flood walls planned by the Corps along the Blue Earth River south of Mankato.

"This is the first of several informational meetings we'll be holding," said Oda Berge, project supervisor for the Corps and Harry Hansen, a local official with Zaverucha-Kohler Inc., the Mankato-based firm that performed the 1973 study and now is overseeing the new effort.

Several people spoke for and against proposed locations for a new Main Street Bridge.

"They brought out points that we will consider very thoroughly," Berge said.

Other factors in the site consideration are traffic patterns, environmental impacts and land cost and availability.

A survey of drivers crossing the river was recently completed and is being analyzed to determine traffic flow and usage.

An environmental survey is underway to study how aquatic life will be affected by construction.

Property owners in the path of the four alternatives will be contacted within a few months to determine land values.

It will be at least two years before final design of a new bridge is complete and probably four to five years before a bridge is actually built, according to the project timetable.

Another informational meeting will be scheduled in early December, Berge said.

Corps of Engineers plans to discuss bridge options

A public meeting will be held Jan. 2, 7:30 p.m., at Roosevelt Elementary School, Sixth and Wisconsin streets, to discuss the options and reconstruction of the two-lane highway bridge over the Blue Earth River near Mankato, Minn., the U.S. Army Corps of Engineers said Friday.

The Corps and representatives from two private engineering firms will also discuss the fate of the nearby Chicago and Northwestern Transportation Company Bridges over the Blue Earth and answer questions about other bridge reconstruction in connection with construction of the flood control project.

The results of a recent study of patterns of existing bridge across the Minnesota and Blue Earth rivers will be released and interpreted.

It will be at least 1½ years before a final site is chosen for a new Main Street Bridge linking Mankato and North Mankato, it was learned last month. Several locations are being considered as part of a 10-million study on existing traffic patterns, environmental concerns and reconstruction costs.

Studies of how aquatic life would be affected by construction are underway and property owners in the path of the four alternative sites will be contacted in coming months.

The proposed sites under consideration are: Bridge Avenue in North Mankato to Mainberry and Broad streets in Mankato; Bridge Street in North Mankato to the Cherry Street overway streets in Mankato; Bridge Avenue in North Mankato to Mainberry Avenue in Mankato; and building across the current Main Street Bridge location.

For more information call the bridge information office at 337-1000.

AD 107/102/104/106

Bridge, dike options threaten homes

Some houses in southwest Minneapolis are in the line of fire of a proposed dike and bridge project to be built by the city of Minneapolis. The project, which would cost \$10 million, would be built along the Mississippi River. The project would include a dike and a bridge. The dike would be built along the river and would be 10 feet high. The bridge would be built over the dike and would be 100 feet long. The project would be built in the area of the city of Minneapolis. The project would be built in the area of the city of Minneapolis. The project would be built in the area of the city of Minneapolis.



the Minnesota River, LaPoint said, heat cities along the river are expected to experience flood stage. One additional problem in the area could be caused because of the connection between the Minnesota and Blue Earth rivers. LaPoint said. If they both peak at the same time, it could mean trouble.

An updated flood forecast from the weather service is expected by Friday. The weather service uses five variables in trying to forecast floods: soil moisture, frost penetration, moisture in the snow, speed of the snow-melt and precipitation. Soil moisture is about normal or even a little below normal in the Mahan area this year, LaPoint said. Rochester, which suffered devastating floods last spring, again suffers from exceptionally high soil moisture.

Frost penetration is light throughout the state. This is because snow fell early in November and acted as a ground insulator before the cold temperatures hit.

Snow moisture levels, or snow pack, are "on the high side," LaPoint said. Snow pack levels are approaching 1989 levels, he said.

If the snow melts quickly it could create serious problems, LaPoint said, for jams caused by thick ice cover or a rapid breakup could be bad news, according to the weather service. Twenty inches of snow remains on the ground today in Mahan. Precipitation is expected to be at least normal for March, according to the weather service.

"If we get no rain, that would be nice," LaPoint said, no doubt holding his breath and crossing his fingers.

By KEVIN BRADY
Free Press Staff Writer

Rural Mahan should be in for at least moderate flooding this spring and some highways will be under water, according to the Army Corps of Engineers and the National Weather Service in Mahan.

If no more precipitation were to fall between now and the spring thaw, the Minnesota River in Mahan would crest at 22.5 feet, according to the weather service. Flood stage for the river is listed at 19 feet.

Assuming that another 1.5 inches of precipitation falls, which would be considered a "normal" amount, the crest would be raised to 26 feet.

The record stage came in 1965 when the river reached 29.1 feet. It reached 27.1 feet in 1989 and 26.2 in 1981, according to Larry LaPoint, field engineer for the Corps in Mahan.

A 24-foot peak would not cause substantial problems in the cities of Mahan and North Mahan, LaPoint said. The new flood protection should be adequate to eliminate the flood.

However, a 24-foot crest would require that the Corps would be more active in pumping out water, he said. The problems would be more serious if the Corps had to pump out water, he said, as well as farmland and some farm houses.

The Corps has met with city officials to discuss measures to be taken in case of flooding. The Corps will meet Wednesday with the highway department to discuss possible highway flooding.

It has also met with officials in the other cities located along

4/18/79 The Free Press, Mankato



John Cross photo

Testing

Dr. Henry Gault, left, an MSU biologist, and graduate student Kevin King, study a sample of water which has been in the Minnesota River for 48 days. It will indicate how the steel cables on the bridge are holding the suspension of steel cables and supports.

The water and river bottom to help determine what effect construction of a new bridge will have on the aquatic environment. He heads a team of 15 biologists who are competing for the largest bridge construction award here on Thursday at 1:30 p.m. at the Mankato West High School.

Bridge hearings next week

Public hearings on relocation of Mankato area bridges in connection with the flood control project on the Minnesota River will be held at 4 p.m. prior to each meeting to permit the public to review alternative plans for each bridge. Information gathered from the hearings will be included in an environmental impact statement, on which the Corps will base its decision on bridge relocation. Information is available from the bridge information office, Room 209, Northwestern Office Building, 200 S. Second St., 561-7800.

10-Friday, May 25, 1979 THE FREE PRESS, MANKATO

STATE AND FEDERAL AGENCY CONTACTS

Letter and project map sent to the following:

United States

Department of the Army, Corps of Engineers
Department of the Interior, Fish and Wildlife Service
Department of the Interior, Bureau of Sport Fisheries and Wildlife
Department of the Interior, National Park Service
Department of the Interior, Heritage Conservation and Recreation Service
Department of the Interior, Geological Survey, Water Resources
Department of Commerce, Economic Development Administration
Department of Agriculture, Soil Conservation Service
Department of Transportation, Federal Highway Administration
Department of Transportation, Federal Railroad Administration
Department of Housing and Urban Development
Environmental Protection Agency
Water Resources Council, Upper Mississippi River Basin Commission
Advisory Council on Historic Preservation
Department of Transportation, Urban Mass Transit Administration
Department of Transportation, Coast Guard

Minnesota

Department of Transportation
Department of Natural Resources
Department of Agriculture
Department of Economic Development
Department of Public Safety
Department of Public Service
Department of Health
Historical Society
Pollution Control Agency
Water Resources Board
State Planning Board
State Planning Agency
Environmental Quality Board
Energy Agency

To: Thomas E. Wetmore, P.E.
Project Manager
Edwards and Kelcey, Inc.
4930 W. 77th Street
Minneapolis, MN 55435

Name of Organization/Agency UNITED STATES DEPARTMENT OF AGRICULTURE
IN CONSERVATION SERVICE
Name of Person to Contact Donald L. Schuster

Position or Title Director Conservation
Address 432 BELLE MAR MALL, P.O. Box 327
City-State MANKATO, MN Zip Code 56001
Telephone Number 507-347-4651

-4652
-4653
-4654

To: Thomas E. Wetmore, P.E.
Project Manager
Edwards and Kelcey, Inc.
4930 W. 77th Street
Minneapolis, MN 55435

Name of Organization/Agency U.S. DEPT. OF HOUSING AND URBAN DEVELOPMENT
Name of Person to Contact William Middleton

Position or Title ENVIRONMENTAL CLEARANCE OFFICER
Address 1400 FRANCE AVE. S.D.
City-State MPG, MN. Zip Code 55435
Telephone Number 725-4724

Donald L. Schuster
Signed

McLette 10/3
47

McLette 10/3
42

William P. Middleton
Signed



DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

FIELD OFFICE
ST. PAUL, MN

EDWARDS & KELCEY
16590
14 September 1978

Mr. Thomas E. Wetmore, P.E.
Project Manager
Edwards and Kelcey, Inc.
4930 W. 77th Street
Minneapolis, MN 55435

Dear Mr. Wetmore:

This is to acknowledge your letter of 12 September 1978 concerning a contract with the St. Paul District Corps of Engineers for the preparation of Design Memorandum No. 8, Bridge Alterations for Flood Control.

I am the Commanding Officer of the U.S. Coast Guard Marine Safety Office and can act as liaison between your firm and my district office's Bridge Branch. Mr. Stanley Thoroughman, Chief of the Bridge Branch, and his staff can provide you with a list of the required reports, etc. His staff will also be reviewing any actions concerning alterations, deletions or additions to river crossing structures. A copy of your letter and enclosure has been forwarded to the Bridge Branch.

Enclosed find the completed enclosure to your letter for Mr. Thoroughman and myself. If I may be of any further assistance, feel free to contact me.

Sincerely,

L. E. Katcharian
L. E. KATCHARIAN
Commander, U.S. Coast Guard
Commanding Officer
Minneapolis/St. Paul, MN

Encl: (1) Address Sheets

Copy to: CCMB2(ohr) (less encl)

Min. & the 0/3 (2)

To: Thomas E. Wetmore, P.E.
Project Manager
Edwards and Kelcey, Inc.
4930 W. 77th Street
Minneapolis, MN 55435

Name of Organization/Agency U.S. COAST GUARD

Name of Person to Contact Leon Z. KATCHARIAN

Position or Title CDR, USCG, COMMANDING OFFICER

Address P.O. BOX 3428

City-State ST. PAUL, MN. Zip Code 55165

Telephone Number 612-725-7652

L. E. Katcharian
L.E. KATCHARIAN
Signed



DEPARTMENT OF THE ARMY
ST. PAUL DISTRICT CORPS OF ENGINEERS
1100 W. 4TH STREET, SUITE 100
ST. PAUL, MINNESOTA 55101

RECEIVED
SEP 23 1978

EDWARDS & KELCEY

ST. PAUL
ATTENTION: MR.
NCSO-COH

21 September 1978

Aurdo J. Romano
Project Director
Edwards and Kelcey Inc.
4930 W. 77th St.
Minneapolis, MN 55435

Dear Mr. Romano,

I would like to place our office on your mailing list for receipt of newsletters and announcements concerning the bridge relocation project in Mahato. Being a construction office, we sometimes lose touch with the planning and design aspects of the project, and have recently received numerous inquiries about the bridges. Looking forward to your local office opening and our association with your Representative here.

Sincerely yours,

[Signature]

Robert D. Campbell
Captain, Corps of Engineers
Mahato Office Engineer
303 Range Street
Mahato, Minnesota 56001

317-2293

To: Thomas E. Wetmore, P.E.
Project Manager
Edwards and Kelcey, Inc.
4930 W. 77th Street
Minneapolis, MN 55435

Name of Organization/Agency U.S. Environmental Protection Agency - Western District Office

Name of Person to Contact Clarence C. Oster

Position or Title Director

Address 7401 Lyndale Avenue South

City-State Richfield, MN Zip Code 55423

Telephone Number 861-4467

Signed

Handwritten note: 11/16/78 11/3

RECEIVED
SEP 26 1978
EDWARDS & KELCEY

To: Thomas E. Wetmore, P.E.
Project Manager
Edwards and Kelcey, Inc.
4950 W. 77th Street
Minneapolis, MN 55435

Name of Organization/Agency Economic Development Administration
Name of Person to Contact Stanley J. Pachover
Position or Title Economic Development Representative
Address Room 104, Federal Building, 316 N. Robert Street
City-State St. Paul, Minnesota Zip Code 55101
Telephone Number (612) 272-7126

Note: Currently neither Blum Earth County nor Nicollet County are designated redevelopment areas under the Public Works and Economic Development Act of 1965, as amended. Therefore, public works projects in these areas are not eligible for financial assistance through the Economic Development Administration.

David L. Jones
Signed
Sept. 25, 1978.

Handwritten initials

RECEIVED
SEP 25 1978
EDWARDS & KELCEY

To: Thomas E. Wetmore, P.E.
Project Manager
Edwards and Kelcey, Inc.
4950 W. 77th Street
Minneapolis, MN 55435

Name of Organization/Agency Urban Mass Transportation Administration
Name of Person to Contact Thomas A. Podreza
Position or Title General Engineer
Address 300 South Wacker Drive
City-State Chicago, Illinois Zip Code 60606
Telephone Number 312/353-2803

Thomas A. Podreza
Signed

Handwritten notes:
Newletter list
9/25
dy

RECEIVED
SEP 25 1978
EDWARDS & KELCEY

To: Thomas E. Wetmore, P.E.
Project Manager
Edwards and Kelcey, Inc.
4930 W. 77th Street
Minneapolis, MN 55435

Name of Organization/Agency Minnesota Water Resources Board
Name of Person to Contact Erling M. Weiberg
Position or Title Executive Secretary
Address 555 Habasha Street Room 206
City-State St. Paul, Minnesota 55102
Telephone Number 296-7140

Erling Weiberg
Signed

Number 45
44

RECEIVED
OCT 4 1978
EDWARDS & KELCEY

To: Thomas E. Wetmore, P.E.
Project Manager
Edwards and Kelcey, Inc.
4930 W. 77th Street
Minneapolis, MN 55435

Name of Organization/Agency Minnesota Pollution Control Agency
Name of Person to Contact Clifford Anderson
Position or Title Water Quality Coordinator
Address 1931 West County Road B-2
City-State Bakerville, Minn. Zip Code 55112
Telephone Number 612-296-7215

Clifford Anderson
Signed

Number 45
44

To: Thomas E. Wetmore, P.E.
Project Manager
Edwards and Kelcey, Inc.
4930 W. 77th Street
Minneapolis, MN 55435

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OCT 10 1978
EDWARDS & KELCEY

Name of Organization/Agency U.S. Fish & Wildlife Service
Name of Person to Contact Manager F. P. Price
Position or Title Field Supervisor
Address 510 N. Robert
City-State St. Paul, MN Zip Code 55101
Telephone Number 612/725-7131



United States Department of the Interior

NATIONAL PARK SERVICE

HIGHEST REGION
1708 JACOBSON STREET
OMAHA, NEBRASKA 68102

IN REPLY REFER TO
L7421 MVR DCL

RECEIVED
SEP 25 1978
EDWARDS & KELCEY

SEP 25 1978

Mr. Thomas E. Wetmore
Edwards and Kelcey, Inc.
4930 West Seventy-Seventh Street
Minneapolis, Minnesota 55435

Dear Mr. Wetmore:

The National Park Service has no concern or responsibility related to the bridge work in the Mankato, Minnesota, flood control project.

Sincerely yours,

James L. Ryan
Acting Regional Director

Signed James L. Ryan
for R.F. Barry

Handwritten initials and date: 11/22/78

RECEIVED
SEP 27 1978
EDWARDS & KELCEY

To: Thomas E. Wetmore, P.E.
Project Manager
Edwards and Kelcey, Inc.
4930 W. 77th Street
Minneapolis, MN 55435

Name of Organization/Agency State Planning Agency
Name of Person to Contact Mrs. Rasmussen
Position or Title LAND USE PLANNER
Planning & Design
Address 550 Cedar St.
City-State St. Paul Zip Code 55101
Telephone Number 296-2559

RECEIVED
SEP 27 1978
EDWARDS & KELCEY

To: Thomas E. Wetmore, P.E.
Project Manager
Edwards and Kelcey, Inc.
4930 W. 77th Street
Minneapolis, MN 55435

Name of Organization/Agency Department of Agriculture/Division Planning
Name of Person to Contact Shirley Rutherford
Position or Title Management Analyst
Address 560 State Office Building
City-State St. Paul, MN Zip Code 55125
Telephone Number 612-296-1484

Charles E. Egan
Signed

Shirley Rutherford
Signed



DEPARTMENT OF TRANSPORTATION

UNITED STATES COAST GUARD

Second Coast Guard District
1430 Olive Street
St. Louis, MO 63103

RECEIVED

OCT 5 1978

EDWARDS & KELCEY

16590/MINNEAPOLIS/106.4

2 OCT 1978

Mr. Thomas E. Wetmore, P.E.
Project Manager
Edwards & Kelcey, Inc.
4930 West Seventy Seventh St.
Minneapolis, MN 55435

Re: Proposed replacement and alteration of Highway 169 Bridges across Minnesota and Blue Earth Rivers; Replacement of Chicago & Northwestern Transportation Bridges across Blue Earth River

Dear Mr. Wetmore:

Please refer to your letter of 12 September 1978 concerning preparation of design memorandum number 8 for referenced project.

Blue Earth River in Blue Earth County Minnesota is not considered to be a navigable waterway of the United States for bridge administration purposes.

Minnesota River is considered to be a navigable waterway of the United States from its mouth to Big Stone Lake (Mile 329.5), but has been placed in the "advance approval" category from Mile 29.6 to Big Stone Lake (Mile 329.5). Stream extensions of and tributaries to waterways in the advance approval category are considered to be in the same category.

The advance approval category, as set forth in Title 33, Code of Federal Regulations, Section 115.70, gives the Commandant advance approval to the location and plans of bridges to be constructed across navigable waterways or waterways navigable in law but not actually navigated other than by logs, log rafts, rafts, canoes and small motorboats. In such cases, the clearance provided for high water stages will be considered adequate to meet the reasonable needs of navigation.

The term "high water" means the maximum high water of record or the highest known stage where precise records are not available and include both freshwater and saltwater flooding.

A Coast Guard Bridge Permit will not be required for the proposed work.

We trust that you will include in your plans measures to prevent oil spills during construction.

Section 404 of the Federal Water Pollution Control Act Amendments of 1972 authorizes the Secretary of the Army, acting under the Chief of Engineers, to issue permits for the discharge of dredged or fill material into the navigable waterways of the United States. It is suggested that you contact the District Engineer, U.S. Army Engineer District, St. Paul, for a determination as to whether such permit is needed for the bridge that you propose.

Sincerely,

[Signature]
S. G. THOROUGHMAN
Chief, Bridge Branch
By direction of the District Commander

Copy to:
Colt St. Paul

To: Thomas E. Wetmore, P.E.
Project Manager
Edwards and Kelcey, Inc.
4930 W. 77th Street
Minneapolis, MN 55435

Name of Organization/Agency Commander, Second Coast Guard District (our)

Name of Person to Contact Mr. Stanley THOROUGHMAN

Position or Title Chief Bridge Branch

Address 1430 Olive Street

City-State ST. LOUIS, MO. Zip Code 63103

Telephone Number 314-425-4607

7/15/1978 / E.L. 79 209, KMA
JMR

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OCT 5 1978

EDWARDS & KELCEY

To: Thomas E. Wetmore, P.E.
Project Manager
Edwards and Kelcey, Inc.
4910 W. 77th Street
Minneapolis, MN 55435

Name of Organization/Agency Federal Highway Administration

Name of Person to Contact Dennis Luhrs

Position or Title Area Engineer

Address Suite 490, Metro Square Building, 7th & Robert St.

City-State St. Paul, MN Zip Code 55101

Telephone Number 715-5956

To: Thomas E. Wetmore, P.E.
Project Manager
Edwards and Kelcey, Inc.
4910 W. 77th Street
Minneapolis, MN 55435

Name of Organization/Agency Upper Mississippi River Basin Commission

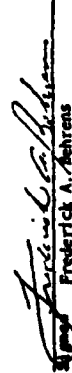
Name of Person to Contact Jeffrey P. Featherstone

Position or Title Associate Program Manager

Address Room 510 Federal Bldg. Fort Snelling Twin Cities, MN 55111

City-State Zip Code

Telephone Number 725-4690


Frederick A. Ahrens
District "A" Engineer
Federal Highway Administration

Mem. letter
10/1/78

Mem. letter 10/13/78


Jeffrey P. Featherstone

RECEIVED
OCT 10 1978
EDWARDS & KELCEY

To: Thomas E. Wetmore, P.E.
Project Manager
Edwards and Kelcey, Inc.
4930 W. 77th Street
Minneapolis, MN 55435

Name of Organization/Agency Minnesota Department of Transportation
Name of Person to Contact Dale H. Shaw
Position or Title Project Manager
Address 501 South Victory Drive
City-State Minnetonka, Minnesota Zip Code 56001
Telephone Number (507) 349-5351

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OCT 4 1978
EDWARDS & KELCEY

To: Thomas E. Wetmore, P.E.
Project Manager
Edwards and Kelcey, Inc.
4930 W. 77th Street
Minneapolis, MN 55435

Name of Organization/Agency Department of Natural Resources
Name of Person to Contact Hedia Riecke
Position or Title Federal Programs Coordinator / Senior Hydrologist
Address Division of Waters, 2004 Lafayette Road, St. Paul, MN 55107
City-State St. Paul, Minn. Zip Code 55107
Telephone Number 296. 4803

Donald Miller
Signed

11/10/78
by

Signed

RECEIVED
OCT 12 1978
EDWARDS & KELCEY

To: Thomas E. Wetmore, P.E.
Project Manager
Edwards and Kelcey, Inc.
4930 W. 77th Street
Minneapolis, MN 55435

Name of Organization/Agency White Lake Park Commission, Dept. of Public Works
Name of Person to Contact Edwards and Kelcey, Inc.
Position or Title Senior Engineer
Address 717 Delaware Street S.E.
City-State Minneapolis, Minnesota Zip Code 55440
Telephone Number 296-5331

RECEIVED
OCT 10 1978
EDWARDS & KELCEY

To: Thomas E. Wetmore, P.E.
Project Manager
Edwards and Kelcey, Inc.
4930 W. 77th Street
Minneapolis, MN 55435

Name of Organization/Agency Minnesota Department of Health
Name of Person to Contact Paul B. Johnson
Position or Title Senior Engineer
Address 717 Delaware Street S.E.
City-State Minneapolis, Minnesota Zip Code 55440
Telephone Number 296-5331

B-46

Thomas E. Wetmore
Signed

Paul B. Johnson
Signed



IN REPLY REFER TO:

cc: Roger Davis

United States Department of the Interior

HERITAGE CONSERVATION AND RECREATION SERVICE
LAKE CENTRAL REGION
ANN ARBOR, MICHIGAN 48107

RECEIVED
OCT 18 1978
EDWARDS & KELCEY

October 16, 1978

Mr. Thomas E. Wetmore, P. E.
Edwards and Kelcey, Inc.
4930 West Seventy-seventh Street
Minneapolis, Minnesota 55435

Dear Mr. Wetmore:

This is in response to your request for early coordination and comment concerning the proposed project to raise a railroad bridge over the Blue Earth River and highway bridges over the Blue Earth and Minnesota Rivers in the Mankato area.

Based on the information provided and our general knowledge of the area, it appears that the project would not have significant adverse impacts on environmental resources within our area of jurisdiction and expertise. We suggest that the potential impact the project may have on cultural resources be determined by contacting the State Historic Preservation Officer (see attached list).

This comment is provided as technical assistance and does not satisfy our obligation under the National Environmental Policy Act with respect to any negative declaration or environmental impact statement which may be prepared.

Sincerely yours

David H. Shont
David H. Shont
Assistant Regional Director

To: Thomas E. Wetmore, P. E.
Project Manager
Edwards and Kelcey, Inc.
4930 W. 77th Street
Minneapolis, MN 55435

Name of Organization/Agency U.S. Geological Survey
Name of Person to Contact George H. Carlson
Position or Title Supervising Hydrologist
Address Rm. 702 Post Office Bldg.
City-State St Paul, Minn. Zip Code 55101
Telephone Number 725-7841

Signed

Minister 12/3

Advisory Council on
Historic Preservation
1522 K Street, NW
Washington, D.C. 20005

October 16, 1978

RECEIVED
OCT 20 1978

Mr. Thomas E. Wetmore, P.E.
Project Manager
Edwards and Kelcey, Inc.
4930 W. 77th Street
Minneapolis, Minnesota 55435

Dear Mr. Wetmore:

Thank you for your letter of September 15, 1978, concerning bridge alterations for flood control along the Blue Earth River, which may affect properties included in, or that may be eligible for inclusion in, the National Register of Historic Places. The information you requested is attached.

We appreciate your cooperation in furnishing us with this material. We will contact the Corps of Engineers regarding its responsibility to consider the impacts this project may have on historic properties, pursuant to Section 106 of the National Historic Preservation Act of 1966.

Sincerely yours,

Myra F. Harrison

Myra F. Harrison
Assistant Director
Office of Review
and Compliance

Enclosure

To: Thomas E. Wetmore, P.E.
Project Manager
Edwards and Kelcey, Inc.
4930 W. 77th Street
Minneapolis, MN 55435

Name of Organization/Agency Advisory Council on Historic Preservation
Name of Person to Contact Joseph P. Hough
Position or Title urban planner
Address 1522 K Street, NW
City-State Washington, D.C. 20005 Zip Code
Telephone Number 202-254-3967

Joseph P. Hough
Signed

This document is an administrative record of the Executive Branch of the Federal Government charged by the Act of October 15, 1966 to advise the President and Congress in the field of Historic Preservation.

LETTERS OF COMMENT AND CORPS RESPONSES

LIST OF COMMENTERS

U.S. Environmental Protection Agency

U.S. Department of the Interior, Office of the
Secretary

U.S. Fish and Wildlife Service

Federal Energy Regulatory Commission

Advisory Council on Historic Preservation

Minnesota Historical Society

Minnesota Pollution Control Agency

Chicago and North Western Transportation Company

City of Mankato



UNITED STATES
ENVIRONMENTAL PROTECTION AGENCY

REGION V
220 SOUTH DEARBORN ST.
CHICAGO, ILLINOIS 60604

Corps Responses to the U.S. EPA

No response required. We will keep you informed on the progress of the project and will send you a copy of the final EIS.

REPLY TO ATTENTION OF:

15 APR 1981

Colonel William V. Badger
District Engineer
U.S. Army Engineer District, St. Paul
1135 U.S. Post Office and Custom House
St. Paul, Minnesota 55101

Dear Colonel Badger:

RE: 79-019-194
DS-COE-P36036-MM

We have completed our review of Design Memorandum No. 8 - Part I, Draft Supplement II to the Final Environmental Impact Statement (EIS), and the 404(b)(1) Evaluation for Bridge Relocations of the Chicago and Northwestern Transportation Company Bridges over the Blue Earth River between Hamato and LeMillier, Minnesota dated April 1981.

We have classified the Draft Supplement II to the Final EIS as Category LD-1. Specifically, this means we have no objections to the proposed action as described in the Draft Supplement and that the document adequately sets forth the environmental impact of the proposed action, as well as alternatives reasonably available to the project.

The classification and date of our comments will be published in the Federal Register in accordance with our responsibility to inform the public of our views on proposed Federal actions under Section 309 of the Clean Air Act.

We appreciate the opportunity to review this Draft Supplement. Please contact Rick Pitorak of my staff at 312/856-6689 for any further matters relevant to this project.

Sincerely yours,

Barbara Taylor Buckley
Barbara Taylor Buckley, Chief
Environmental Impact Review Staff
Office of Environmental Review



United States Department of the Interior

OFFICE OF THE SECRETARY
NORTH CENTRAL REGION
131 WEST JACKSON BOULEVARD
CHICAGO, ILLINOIS 60604

MR 81/967

June 17, 1981

Colonel William W. Redger
St. Paul District Corps of Engineers
Department of the Army
1135 U.S. Post Office and Custom House
St. Paul, Minnesota 55101

Dear Colonel Redger:

This is in response to your April 29th request for the Department of the Interior's comments on the draft Supplement II to the final environmental statement for Chicago and Northwestern Bridges over the Blue Earth River, Blue Earth County, Minnesota.

We find the document generally adequate with respect to consideration of resources within our areas of jurisdiction and expertise.

Sincerely,

William D. Minor

William D. Minor
Regional Environmental Officer

Corps Responses to the U.S. Department of the Interior
No response required. We will keep you informed on the progress of the project and will send you a copy of the final EIS.



United States Department of the Interior

IN REPLY REFER TO:

FISH AND WILDLIFE SERVICE
TWIN CITIES AREA OFFICE
530 Federal Building and U.S. Court House
319 North Robert Street
St. Paul, Minnesota 55101

Corps Responses to the U.S. Fish and Wildlife Service
Any disturbed areas would be revegetated, if appropriate.

Colonel William V. Badger
District Engineer, St. Paul District
U.S. Army Corps of Engineers
1135 U.S. Post Office and Custom House
St. Paul, Minnesota 55101

Dear Colonel Badger:

This provides U.S. Fish and Wildlife Service comments on the Design Memorandum No. 8 - Part I (Location Study) and Draft Supplement II to the Final Environmental Impact Statement for Bridge Relocations, Chicago and Northwestern Transportation Company Bridges over the Blue Earth River between Mankato and Le Millier.

Due to the highly urbanized nature of the area, we do not anticipate any significant impacts to fish or wildlife resources. Appropriate erosion control measures will aid in minimizing the unavoidable impacts to the aquatic habitat in and adjacent to the river, and seeding or seeding disturbed areas after the construction is completed will help replace the vegetation that will be disturbed during the project.

These comments are part of the continuing coordination process between our agencies mandated by the Fish and Wildlife Coordination Act (48 Stat. 861, as amended; 16 U.S.C. 661 et. seq.). We have been consulted on all previous aspects of this project and through that consultation, compliance has occurred to this date.

Sincerely yours,

James E. Smith
Acting Area Manager

FEDERAL ENERGY REGULATORY COMMISSION

WASHINGTON 20426

IN REPLY REFER TO:

June 2, 1981

Colonel William W. Badger
Corps of Engineers
District Engineer
U.S. Department of the Army
1135 U. S. Post Office and
Custom House
St. Paul, Minnesota 55101

Dear Colonel Badger:

I am replying to your request of April 29, 1981 to the Federal Energy Regulatory Commission for comments on the Draft Supplement to the Final Environmental Impact Statement for Bridge Relocations for Flood Control at Mankato, North Mankato, and Le Millier, MN. This Draft Supplement to the EIS has been reviewed by appropriate FERC staff components upon whose evaluation this response is based.

This staff concentrates its review of other agencies' environmental impact statements basically on those areas of the electric power, natural gas, and oil pipeline industries for which the Commission has jurisdiction by law, or where staff has special expertise in evaluating environmental impacts involved with the proposed action. It does not appear that there would be any significant impacts in these areas of concern nor serious conflicts with this agency's responsibilities should this action be undertaken.

Thank you for the opportunity to review this statement.

Sincerely,

Jack M. Weinmann
Advisor on Environmental Quality

Corps Responses to the Federal Energy Regulatory Commission
No response required. We will keep you informed on the progress of the project and will send you a copy of the final EIS.

**Advisory
Council On
Historic
Preservation**

1322 K Street NW
Washington, DC 20005

Corps Responses to the Advisory Council on Historic Preservation

It has been determined in consultation with the State Historic Preservation Office that the proposed project will not affect any properties listed on or eligible for inclusion on the National Register of Historic Places.

February 10, 1981

Metriek Engineer, St. Paul District
U.S. Army Corps of Engineers
1135 U.S. Post Office and Customs House
St. Paul, MN 55101

Dear Sir:

The Council has reviewed your draft supplement II to the final environmental impact statement for flood control and related work on the Minnesota River, Mabece and LeMillier, Minnesota, circulated for comment pursuant to Section 102(2)(C) of the National Environmental Policy Act. We note that the various alternative courses of action will affect a number of properties included in, eligible for, and potentially eligible for the National Register of Historic Places. A statement is contained in the draft supplement that "all historic properties found to be listed on or eligible for inclusion on the National Register that would be impacted by the proposed project would be mitigated in accordance with the guidelines of the Advisory Council on Historic Preservation, 36 CFR Part 800." (p. E12-7). A similar statement covers archaeological sites (see p. E12-7). As you are aware, however, circulation of this supplement to the final environmental impact statement does not fulfill your responsibilities under Section 106 of the National Historic Preservation Act of 1966 (16 U.S.C. 470e, as amended, 90 Stat. 1320).

Prior to the approval of the expenditure of any Federal funds or prior to the granting of any license, permit, or other approval for an undertaking, Federal agencies must afford the Council an opportunity to comment on the effect of the undertaking on properties included in or eligible for inclusion in the National Register in accordance with the Council's regulations (see larger guidelines), "Protection of Historic and Cultural Properties" (36 CFR Part 800) (enclosed). Until these requirements are met, the Council considers the draft supplement II incomplete in its treatment of historic archaeological, architectural, and cultural resources. You should obtain the Council's substantive comments through the process outlined in 36 CFR Sec. 800.9 as soon as possible. These comments should then be incorporated into any subsequent documents prepared to meet requirements under the National Environmental Policy Act.

Please send us a copy of Technical Report no. 5, "Historic Resources," as well as a copy of Technical Report no. 7 on "Archaeological Resources" when it is available. If you have any questions or require assistance, please contact Donald Amalson or Patrick Steele of our staff at FTS 234-3455.

Sincerely,

John E. Tamm

John E. Tamm
Chief, Eastern Division of
Project Review

Enclosure *attached*



FOUNDED IN 1824

MINNESOTA HISTORICAL SOCIETY

460 Cedar Street, St. Paul, Minnesota 55101 • 612-294-9126

16 December 1981

Corps Responses to the Minnesota Historical Society
These sites are discussed in supplement II-A (TH 169/60 bridge) and
supplement II-B (Main Street bridge).

Mr. Robert F. Post
Chief Environmental Resources Branch
Engineering Division
DEPARTMENT OF THE ARMY
St. Paul District, Corps of Engineers
1135 U.S. Post Office & Custom House
St. Paul, MN 55101

Dear Mr. Post:

RE: Flood Control Project
In Mankato and North Mankato
Blue Earth and Nicollet Counties
MHS Referral File Number: K 320

This letter is in response to your letter requesting our comments on various structures that are under consideration for removal. After reviewing your list of structures for the Main Street Alternative ICA and I.H. 169 Alternative IC, it is our opinion that none of the structures noted are eligible for inclusion on the National Register of Historic Places. With respect to the Chicago and Northwestern Railroad Bridges, after further careful consideration, it is our opinion that these structures also are not eligible for inclusion on the National Register.

In the course of this review, it has come to our attention that there are several properties that are listed on the National Register in fairly close proximity to the structures being removed. These include the North Front Street Commercial District, the Hubbard Mill (which has been determined eligible), the Union Depot, the Mankato Public Library and Reading Room, and the Chapman House. Consequently, we are interested in the evaluation of the potential impact (either direct or indirect) that this project will have on these National Register Sites.

If you need more information on the sites and their locations, please do not hesitate to contact Dennis Gimstead, Acting Assistant State Historic Preservation Officer, State Historic Preservation Office, 240 Summit Avenue, St. Paul, MN 55102, 294-9070.

Thank you for your attention to this matter.

Mr. Robert F. Post
16 December 1981
Page 2 of 2
K 320

Sincerely,

Dennis A. Gimenez

Russell W. Fridley
State Historic Preservation Officer

RM7/s1



Minnesota Pollution Control Agency

June 5, 1981

Colonel William V. Badger
District Engineer
U.S. Army Engineer District
1135 U.S. Post Office and Custom House
St. Paul, Minnesota 55101

Dear Colonel Badger:

This is in reference to the Corps Design Memorandum Number 8 Part I (Location Study) and Draft Supplement to the Final Environmental Impact Statement for Bridge Relocations Flood Control Minnesota River, Mankato-North Mankato-Le Hillier.

The MPCA has reviewed the above document and has the following comments:

With respect to Water Quality:

1. The MPCA Division of Water Quality Permits Section is responsible for certification under Section 401 of the Clean Water Act of 1977. In addition, the MPCA regulates the discharge of dredged or fill material through the State Pollutant Discharge System (SDS) Program. If the Corps fulfills the requirements of Section 404 (r) of the Clean Water Act, it is possible the MPCA approval might not be necessary.
2. The excavation, disposal and fill of State waters could be subject to MPCA regulation and should be coordinated with the Permits Section. Chemical analysis of the sediment in the project area indicates that there are relatively polluted as well as unpolluted sections of the river. The PCB's and metals found in the sediments indicate that the sediments may be potentially polluting. Specific use of this material should be coordinated with the MPCA.

Corps Responses to the Minnesota Pollution Control Agency

1. The Corps of Engineers is not seeking congressional approval under Section 404(r). The Corps will apply for State certification prior to construction.
2. Sediment samples taken in the vicinity of the railroad bridge indicate that the sediments are relatively unpolluted, and no PCB's were found. However, any excavated material from below the high water line would be deposited in upland landfills rather than in the floodplain. We will continue to coordinate the project with the MPCA.

Phone: (612) 296-7301

1908 West County Road B2, Roseville, Minnesota 55113

Regional Office - Duluth/Grand Island Lake/Mannell Rochester

Equal Opportunity Employer

3. Dewatering of coffer dams and other discharges may require an NPDES permit. MPCA Water Quality Permit Section policy allows the transfer of waters of the state without a permit. If dewatering is conducted by well points or other methods where the discharge is relatively unaffected by construction activity, a permit is not required. However, if discharged waters are affected by construction activities, a permit may be required.
4. Sewer relocations which may be associated with the project must be approved by the Facilities Section, Division of Water Quality.
5. Appropriate erosion control measures should be taken for the project.
6. Spills and treatment of pollutants should be considered. When appropriate, methods for incorporation of collection systems and other measures should be studied. In all cases, spill plans must be developed by appropriate parties to insure that spilled material is effectively prevented from entering state waters or to insure maximum recovery of the material.

With respect to Air Quality:

1. The MPCA is concerned that air quality during the construction phases of the project be kept at acceptable levels. Specific plans should be developed and implemented during the construction phase of the project to minimize impacts from fugitive dust.

With respect to Noise:

1. Noise during construction should be minimized whenever possible.
2. The draft EIS indicates typical daytime levels in neighborhoods from L50 = mid 60's and L10 = low 70's near highway 169 to L50 = low 50's and L10 = mid 50's away from the highway. Night levels average about 10 dBA lower. It seems clear that the community already has a noise problem in relation to MPCA standards. Technical report #3 indicates that almost all monitoring locations show that State noise standards are exceeded. The community should make an effort to address this problem irrespective of the proposed project.

3. The actual construction procedures have not yet been determined for the project. We anticipate that well points or similar methods would be used to discharge water and that construction wastes would be kept separate from seepage water. More detailed information concerning dewatering will be developed when we obtain the State certification.
4. We will continue to coordinate the entire project, including sewer relocations, with the MPCA.
5. The contractor will be required to follow State laws and regulations, including the use of normal erosion control practices.
6. The contractor would be responsible for implementing spill prevention plans and for preventing contamination of State waters.
7. The contractor will be required to comply with State regulations and guidelines for construction activities. Activities used to control dust are rather limited but every practical measure would be used.
8. The contractor would be required to follow normal noise reduction procedures.
9. Part of the increase in noise levels results from the increase in future vehicle traffic with or without project. Some recommendations such as eliminating truck traffic on certain streets would reduce noise levels. The use of noise barriers was investigated but these were either considered to be ineffective or they were not physically possible to construct for the alternatives considered. Any other noise-reduction practices would be the responsibility of the cities of Mankato, North Mankato, and Le Hillier.

Colonel William W. Badger
Page Three
June 5, 1981

With respect to Solid and Hazardous Waste:

1. All demolition material must be taken to a demolition landfill site which has been approved by the MPCA Division of Solid and Hazardous Waste. The Division does not encourage the disposal of non-putrescible materials in sanitary landfills. Sites specifically approved for demolition material should be used.
2. Materials may be salvaged from the bridge but not for the purpose of fill or shore protection unless this use has been specifically approved by the MPCA.

10. Approved demolition landfill sites would be used to dispose of material. If other uses are anticipated, they would be coordinated with the MPCA.

Thank you for the opportunity to review your report.

Sincerely,

Louis J. Brachurst
Louis J. Brachurst
Executive Director



CHICAGO AND NORTH WESTERN TRANSPORTATION COMPANY

ASSISTANT VICE PRESIDENT
AND DIVISION MANAGER
DIRECT DIAL NUMBER
612 271 9312

Corps Responses to the Chicago and North Western Transportation Company
As a result of the public hearing on the project and our discussions with the city of Mankato, the city has indicated that they are not willing to sponsor this portion of the project and therefore the underpass has been eliminated.

June 9, 1981

Colonel William W. Badger
District Engineer
U. S. Army Engineer District, St. Paul
1135 U. S. Post Office and Custom House
St. Paul, Minnesota 55101

Dear Sir:

The Chicago and North Western Transportation Company wishes to take this opportunity to respond to the draft report on,

DESIGN MEMORANDUM NO. 8 - PART I (Location Study)

AND

DRAFT SUPPLEMENT II TO THE

FINAL ENVIRONMENTAL IMPACT STATEMENT

FOR

BRIDGE RELOCATIONS

and to the public hearing on this report which was conducted at Mankato, Minnesota, on June 2, 1981. Please enter this response into the public hearing record in accordance with the provision set forth in the agenda for the public hearing.

This company will support selection of Alternative 3B which on page 63 is recommended as the selected plan. We do consider Alternative 4 to be most desirable from a railroad operating standpoint; however, we also recognize the negative impacts Alternative 4 will present in community cohesion, land use, and aesthetics. Also, Alternative 4 would adversely affect the safety of children, whereas, the preferred Alternative 3B with the pedestrian underpass at Sibley Street and exclusion of freight car storage in the residential neighborhood will promote the public safety.

Exclusion of the pedestrian underpass at Sibley, as advocated by certain interests, and the proposal to cross at grade in lieu of this undercrossing, will adversely affect the safety of pedestrians since the pedestrian grade crossing would be located approximately 500' from the switch to one of the storage tracks serving Honeywood. Switching movements back and forth across this crossing will be numerous and at the same time of day that school children living in the area will be on their way either to or from home and Roosevelt School. The Transportation Company wishes the pedestrian underpass be retained as an integral and vital part of Alternative 3B. Our position in support of Alternative 3B, we believe, conforms with the desired objectives of the project as expressed in public by the majority of interested and involved parties.

Sincerely,

D. J. Owens

D. J. Owens, Assistant Vice President & Division Manager

275 EAST FOURTH STREET / ST. PAUL, MINNESOTA 55101



MANKATO

202 East Jackson Street Box 3368 Mankato, MN 56001 Phone (507) 625-3161

Corps Responses to the City of Mankato

This option will be considered during the detailed design phase. If it is found to be economically justified, the suggested crossing will be used.

July 7, 1981

Mr. Robert Penniman
Corps of Engineers
1217 U.S. Post Office
& Custom House
St. Paul, Minnesota 55101

RE: Flood Control Project, Alternate 3B Modified

Dear Mr. Penniman:

The City of Mankato has reviewed the various alternatives presented for raising of the Chicago Northwestern railway bridges adjacent to Sibley Park, and after listening to the input received at the Public Hearing, the City Council has passed a resolution adopting Alternate 3B modified as the preferred alternative and hereby request the Corps of Engineers to proceed with the final plan development for this alternative.

Since this alternative closes two entrances and exits to the residential area lying north of the railroad tracks and reducing routes of ingress and egress from this area, it is requested that the Owatonna railroad crossing be reconstructed with synthetic or rubber crossings which will provide a maintenance free access into this area to accommodate the increased traffic which will be using this street.

We are enclosing a copy of the resolution passed by the City Council at its meeting on the 22nd day of June, 1981.

If you have any questions or we may be of further assistance, please advise.

Sincerely,

Paul F. Baker
Paul F. Baker
Director of Public Works

PFB:JC
Enclosure

RESOLUTION AUTHORIZING ADOPTION AND
IMPLEMENTATION OF ALTERNATE 3B MODIFIED

Alternative 3B modified will be recommended as the selected plan in the final supplement to the FEIS. The pedestrian underpass will no longer be considered as part of the Federal project, and the construction will not be provided for in this project.

WHEREAS, Alternate 3B was recommended as the most desirable alternate for the raising of the Chicago Northwestern Railway Company's tracks across the Blue Earth River to accommodate the flood control project; and

WHEREAS, this alternate required moving the entrance to Sibley Park approximately 400 feet east to a new location; and

WHEREAS, the neighborhood found this proposal undesirable at the public hearing conducted by the Corps of Engineers of Tuesday, June 2, 1961; and

WHEREAS, a proposal designating Alternate 3B Modified as being preferred by the Corps of Engineers, which is responsive to the neighborhood's desires for leaving the entrance to Sibley Park at its present location, however, making the construction of a pedestrian underpass at Sibley Street impossible;

NOW, THEREFORE, BE IT RESOLVED that the City Council adopt Alternate 3B Modified as the preferred plan and request the Corps of Engineers to implement Alternate 3B Modified.

Herb Mocol
Mayor

ATTEST: Laurie F. Greenfield
City Clerk

FLOOD CONTROL
MINNESOTA RIVER, MINNESOTA
MANKATO-NORTH MANKATO-LE HILLIER

FINAL SUPPLEMENT II TO THE
FINAL ENVIRONMENTAL IMPACT STATEMENT
FOR
BRIDGE RELOCATIONS

CHICAGO AND NORTH WESTERN
TRANSPORTATION COMPANY BRIDGES
OVER THE BLUE EARTH RIVER BETWEEN
MANKATO AND LE HILLIER

APPENDIX C
GLOSSARY OF TERMS

APPENDIX C

GLOSSARY OF TERMS

1. Standard Project Flood (SPF): The highest water surface resulting from the most severe possible flood that can reasonably occur under the most severe hydrological and climatic conditions.
2. Design Memorandum No. 8 - Part I (Location Study) and three Draft Supplements II-III-IV to the Final Environmental Impact Statement consists of three volumes: One volume for the TH 169/60 over the Blue Earth River, one for the Chicago and North Western Transportation Company (CNW) bridge over the Blue Earth River, and one for the TH 60 (Main Street) bridge over the Minnesota River.
3. Freeboard: The difference in elevation between the highest water surface and top of flood barrier; or in the case of a bridge -- the lowest member of the bridge should clear the design flood stage (usually by three feet) or the highest water surface, for the passage of ice and debris.
4. dBA: A unit for measuring the volume of a sound. Sound is measured in units of decibels (dB) or more commonly in units of dBA. The "A" weighted scale, found to compare well with human reaction to sound and noise annoyances. An L_{10} represents the noise measurement that is exceeded 10% of the time; L_{50} -- 50% of the time.
5. Standard Metropolitan Statistical Area (SMSA): A U.S. Census statistical area comprised of a county containing a city of 50,000 or more, plus any contiguous socially and economically related counties. The concept of an SMSA is to present census-related statistical data.
6. Pasquall-Gifford Stability Classification (SC): A measure of the hydrostatic equilibrium of the atmosphere. Stability can be classified into groups denoted by letters of the alphabet. Class D refers to neutral conditions, A-C to unstable, and E-F to stable. Pollutant dispersion is increasingly greater as the stability decreases (i.e., from F toward A).

13
FLOOD CONTROL

MINNESOTA RIVER, MINNESOTA

MANKATO-NORTH MANKATO-LE HILLIER

FINAL SUPPLEMENT II TO THE FINAL ENVIRONMENTAL IMPACT STATEMENT

FOR

BRIDGE RELOCATIONS

CHICAGO AND NORTH WESTERN
TRANSPORTATION COMPANY BRIDGES

OVER THE BLUE EARTH RIVER BETWEEN

MANKATO AND LE HILLIER

APPENDIX D

BRIDGE LAYOUT PLANS, RATINGS AND PHOTOS

APPENDIX D

BRIDGE LAYOUT PLANS, RATINGS AND PHOTOS

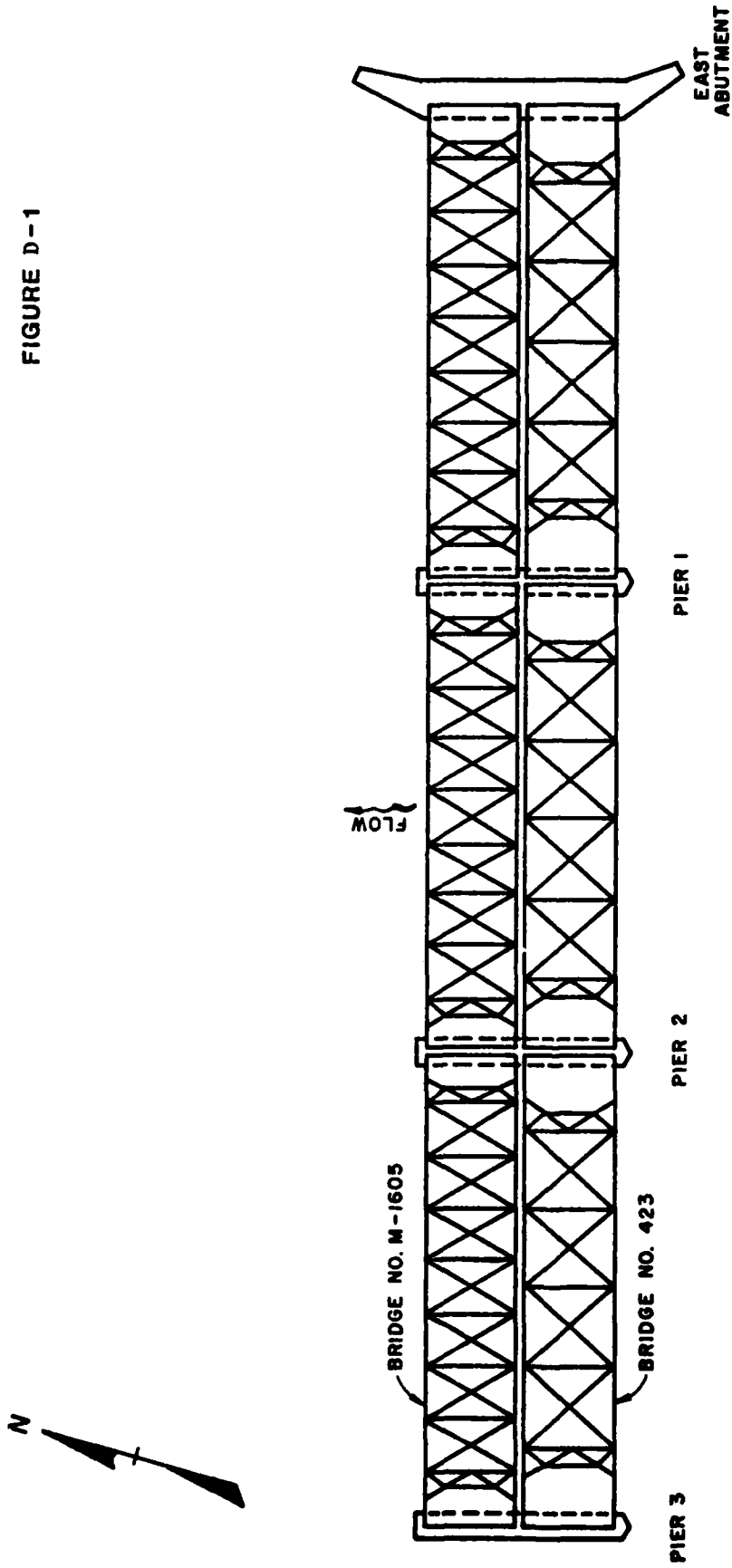
BRIDGE LAYOUT PLANS AND RATINGS

D.1 A detailed inspection of both existing bridges, Bridge No. 423 and M-1605, was conducted in October 1978. Based on the analysis and evaluation of findings, i.e. rustings, and damaged components, each structure was rated as to their operating capacities. Figures E-1 to E-3 illustrate the plan and elevation layouts for both structures, and Tables E-1 and E-2 summarize the rating of each bridge component. Ratings for each bridge were based on components having the lowest value.

PHOTOS

D.2 Photos for the bridge site and surroundings follow.

FIGURE D-1

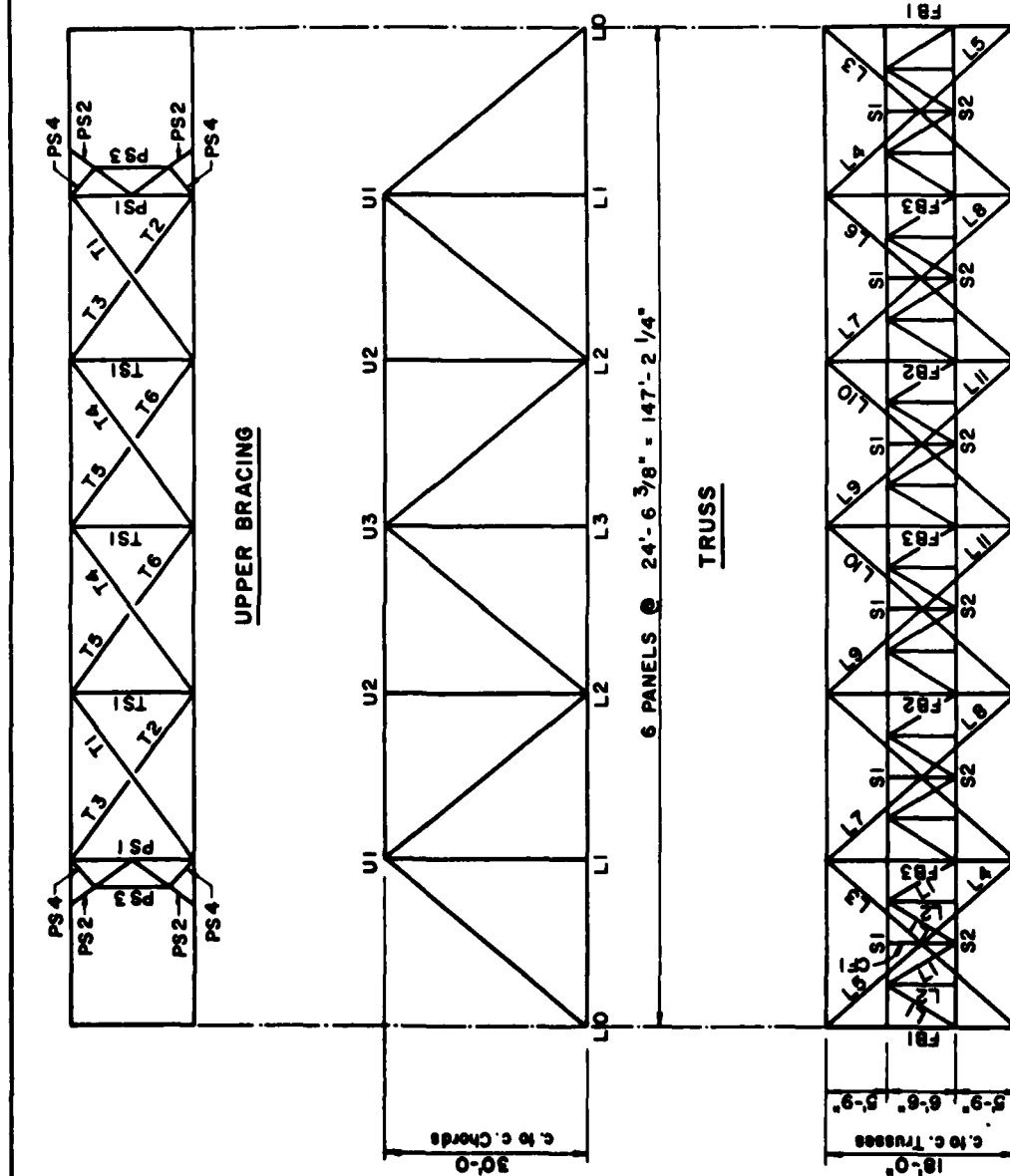


CHICAGO and NORTHWESTERN TRANSPORTATION COMPANY BRIDGES

EDWARDS AND KELCEY



FIGURE D-2



BRIDGE NO. 423 - WARREN TRUSS
FLOOR FRAMING

RATINGSBRIDGE NO. 423 - WARREN TRUSSTABLE NO. D-1

<u>COMPONENT</u>	<u>INVENTORY RATING</u> ⁽¹⁾	<u>OPERATING RATING</u> ⁽¹⁾
● Truss Members (all Spans) ⁽²⁾		
<u>Upper Chord</u>		
U1-U2, U2-U3	E-81	E-126
<u>Lower Chord</u>		
L0-L1, L1-L2	E-92	E-142
L2-L3	E-86	E-121
<u>Verticals</u>		
L1-U1, L3-U3	E-68	E-94
L2-U2	*	*
<u>Diagonals</u>		
L0-U1	E-83	E-129
U1-L2	E-76	E-118
L2-U3	E-110	E-161
● Floorbeams (all Spans)		
FB1	E-87	E-128
FB2, FB3	E-83	E-124
● Stringers (all Spans)		
All Stringers	E-59	E-87
	** E-85	E-125**
<hr/>		
BRIDGE RATING	** E-68	E-94

(1) Ratings are based on a Coopers E live load with full impact positioned for maximum stress in each member.

(2) Truss member ratings are controlled by member capacity unless otherwise noted.

* Not rated since member does not act under live load.

** After repairs, stringers will increase to E-85, and E-125.

FIGURE D-3

The diagram illustrates the structural components of Bridge No. M-1605, a lattice truss bridge. It is divided into three main sections: Upper Bracing, Truss, and Floor Framing.

Upper Bracing: This section shows a series of vertical bracing members (PS1, PS2, PS3, PS4) and diagonal bracing members (TL1, TL2, TL3, TL4, TL5, TL6, TS1, TS2, TS3, TS4, TS5, TS6) connecting the top chord to the floor beams. The top chord is labeled U1, U2, U3, U4, U5, U6, U7, U8, U9, U10, U11, U12, U13, U14, U15, U16, U17, U18, U19, U20, U21, U22, U23, U24, U25, U26, U27, U28, U29, U30, U31, U32, U33, U34, U35, U36, U37, U38, U39, U40, U41, U42, U43, U44, U45, U46, U47, U48, U49, U50, U51, U52, U53, U54, U55, U56, U57, U58, U59, U60, U61, U62, U63, U64, U65, U66, U67, U68, U69, U70, U71, U72, U73, U74, U75, U76, U77, U78, U79, U80, U81, U82, U83, U84, U85, U86, U87, U88, U89, U90, U91, U92, U93, U94, U95, U96, U97, U98, U99, U100. The floor beams are labeled L1, L2, L3, L4, L5, L6, L7, L8, L9, L10, L11, L12, L13, L14, L15, L16, L17, L18, L19, L20, L21, L22, L23, L24, L25, L26, L27, L28, L29, L30, L31, L32, L33, L34, L35, L36, L37, L38, L39, L40, L41, L42, L43, L44, L45, L46, L47, L48, L49, L50, L51, L52, L53, L54, L55, L56, L57, L58, L59, L60, L61, L62, L63, L64, L65, L66, L67, L68, L69, L70, L71, L72, L73, L74, L75, L76, L77, L78, L79, L80, L81, L82, L83, L84, L85, L86, L87, L88, L89, L90, L91, L92, L93, L94, L95, L96, L97, L98, L99, L100.

Truss: This section shows the main truss structure, including the top chord (U1 to U100), the bottom chord (L1 to L100), and the diagonal bracing members (TL1 to TL100, TS1 to TS100). The truss is supported by piers (PS1 to PS100) and has a total length of 16' - 4 1/4" = 147' - 2 1/4".

Floor Framing: This section shows the floor beams (L1 to L100) and the cross-bracing members (CB1 to CB100). The floor beams are supported by the truss structure and have a total length of 17' - 8" = 147' - 2 1/4".

BRIDGE NO. M-1605 - LATTICE TRUSS

BRIDGE NO. M-1605 - LATTICE TRUSS

FLOOR FRAMING

EDWARDS AND KELCY

LATTICE TRUSS - BRIDGE NO. M-1605

TABLE NO. D-2

<u>COMPONENT</u>	<u>INVENTORY RATING⁽¹⁾</u>	<u>OPERATING RATING⁽¹⁾</u>
• Truss Members (all Spans) ⁽²⁾		
<u>Upper Chord</u>		
U1-U2	E-131	E-198
U2-U3	E-92	E-142
U3-U4	E-85	E-132
U4-U4	E-83	E-129
<u>Lower Chord</u>		
L0-L1	E-106	E-162
L1-L2	E-92	E-143
L2-L3	E-91	E-142
L3-L4	E-98	E-151
L4-L4	E-88	E-138
<u>Lower Chord (with loss of section)</u>		
L0-L1	E-100	E-154
L1-L2	E-87	E-136
L2-L3	E-84	E-131
L3-L4	E-91	E-141
L4-L4	E-82	E-129
<u>Vertical</u>		
U1-L1	E-57	E-87
<u>Undamaged Diagonals</u>		
U1-L0	E-135	E-204
U1-L2	E-76	E-102
U1-L3	E-75	E-100
U2-L4	E-73	E-97
U3-L4	E-82	E-120
U3-L1	E-145*	E-200*
M1-L0	E-133	E-202
M1-U2	E-123	E-187
U4-L2	E-167	E-244
U4-L3	E-171	E-246
<u>Damaged Diagonals</u>		
U4-L2	E-133	E-194
U4-L3	E-135	E-193
U3-L4 (span 3, south truss)	E-40 (E-82)**	E-59 (E-120)**
U3-L4 (span 3, north truss)	E-81	E-119
• Floorbeams (all spans)		
FB1, FB2	E-70	E-103
FB3	E-95	E-140
• Stringers (all spans)		
All Stringers	E-80	E-117
<u>BRIDGE RATING</u>	<u>E-40**</u>	<u>E-59**</u>

(1) Ratings are based on a Coopers E live load with full impact positioned for maximum stress in each member.

(2) Truss member ratings are controlled by member capacity unless otherwise noted.

* Rating controlled by Joint Capacity.

** After repairs or replacement, ratings increase to E-82 and E-120.



FIGURE D-4



FIGURE D-5

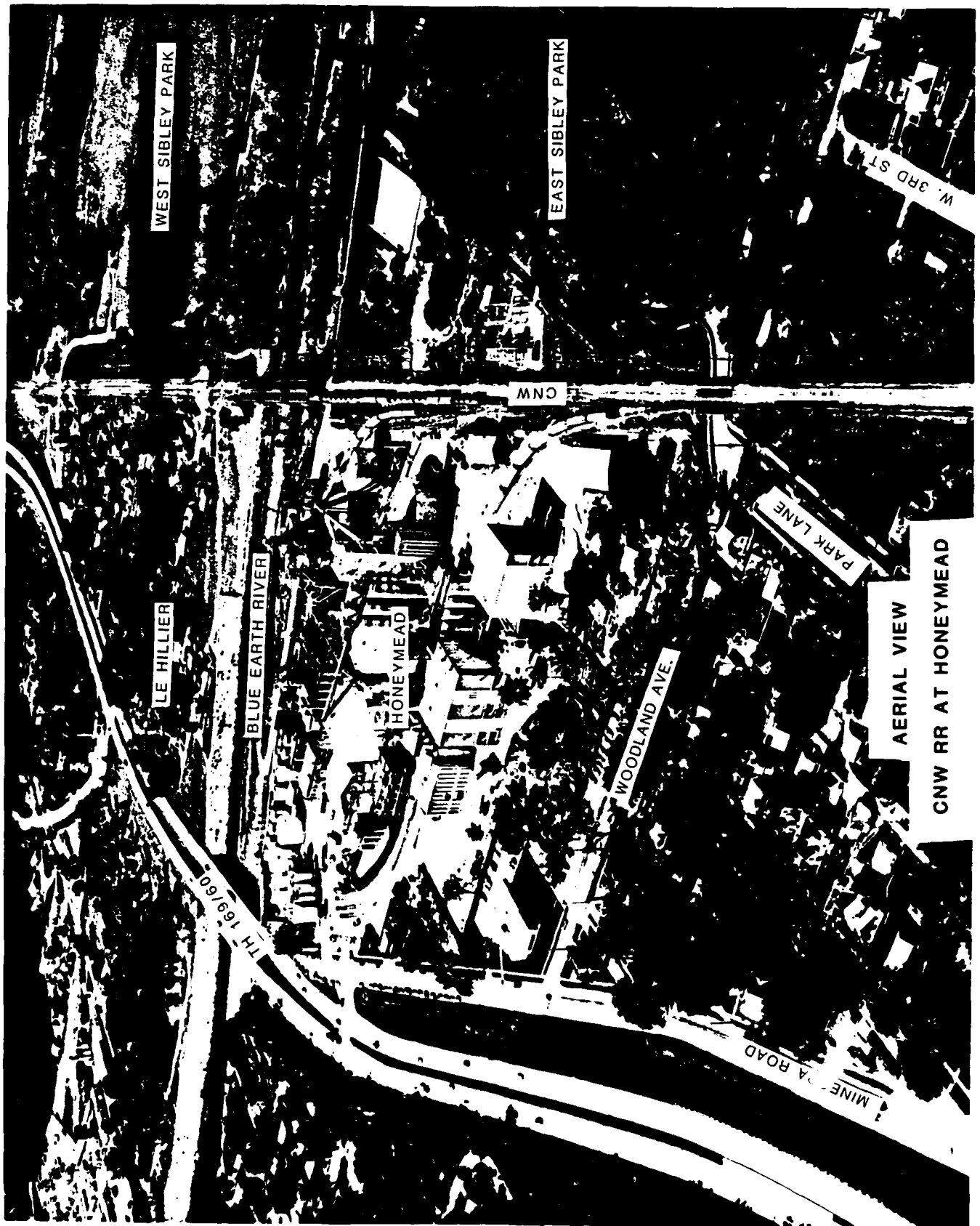
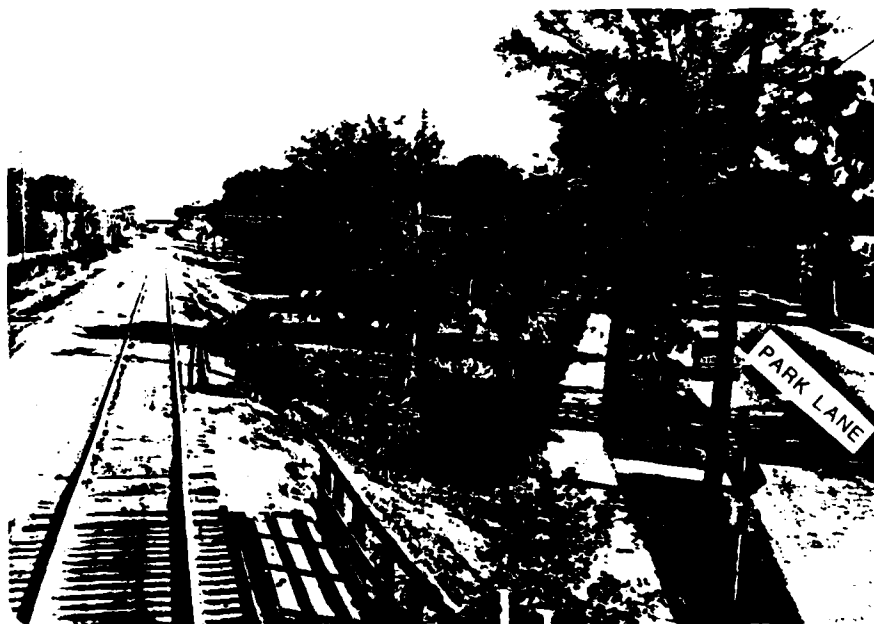


FIGURE D-6

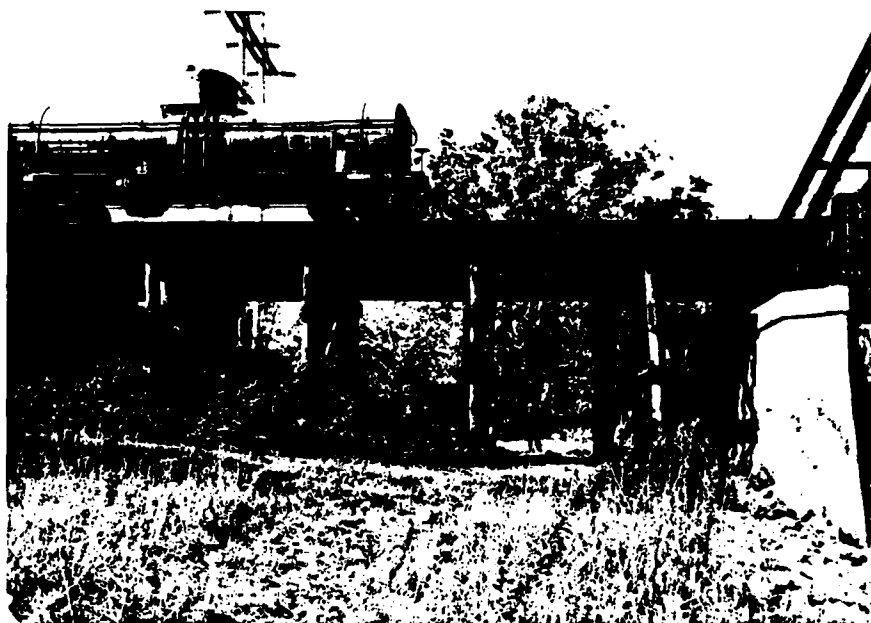


VIEW SOUTHWEST FROM
VICINITY OF WOODLAND AVENUE UNDERPASS



VIEW NORTHEAST FROM
VICINITY OF WOODLAND AVENUE UNDERPASS

FIGURE D-7



TIMBER BENTS AT WEST END LOOKING NORTH

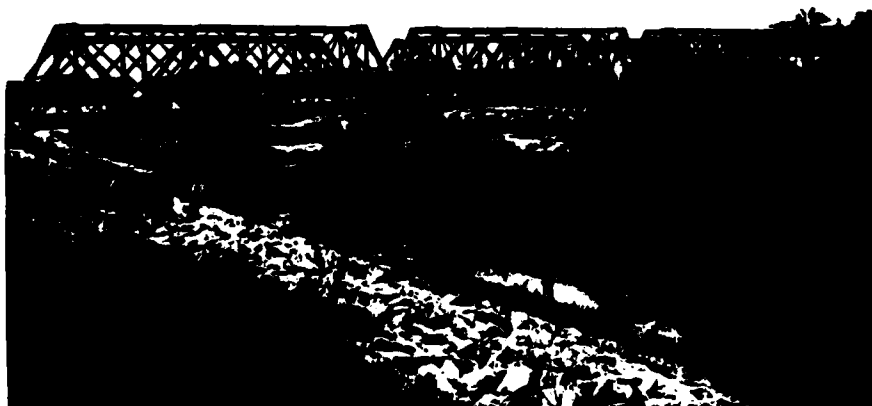


WARREN TRUSS (BR. 423) LOOKING NORTHEAST

FIGURE D-8



CNW BRIDGES LOOKING SOUTHWEST



CNW BRIDGES LOOKING SOUTH

FIGURE D-9

